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Subj: C-9B TRAINING AND READINESS (T&R) MANUAL

Ref: (a) NAVMC 3500.14C

Encl: (1) C-9B T&R MANUAL

1. Purpose. To revise standards and regulations regarding the training of C-9B aircrew per the reference.
2. Cancellation. NAVMC 3500.31.
3. Scope. Significant changes include:
  - a. Mission Essential Task (MET) incorporation to facilitate MET-based readiness.
  - b. Incorporation of Marine Corps Task (MCT) list.
  - c. Addition of Aviation Career Progression Model (ACPM) training requirements.
  - d. Emphasis on mission skills versus core skills to support MET-based reporting.
  - e. Re-naming and re-numbering of phases from 3-digit to 4-digit codes.
4. Information. Recommended changes to this Manual are invited and may be submitted via the syllabus sponsor and the appropriate chain of command to: Commanding General (CG), Training and Education Command (TECOM), Aviation Training Division (ATD) using standard naval correspondence or the Automated Message Handling System (AMHS) plain language address: CG TECOM ATD.
5. Command. This Manual is applicable to the Marine Corps Total Force.
6. Certification. Reviewed and approved this date.

  
R. C. FOX  
By direction

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CHAPTER 1

C-9B

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## CHAPTER 1

### C-9B UNIT

**1.0 TRAINING AND READINESS REQUIREMENTS.** The Marine Aviation Training and Readiness (T&R) Program provides the Marine Air-Ground Task Force (MAGTF) commander with an Aviation Combat Element (ACE) capable of executing the six functions of Marine Aviation. The T&R Program is the fundamental tool used by commanders to construct, attain, and maintain effective training programs. The standards established in this program are validated by subject matter experts to maximize combat capabilities for assigned METs while conserving resources. These standards describe and define unit capabilities and requirements necessary to maintain proficiency in mission skills and combat leadership. Training events are based on specific requirements and performance standards to ensure a common base of training and depth of combat capability.

**1.1 MISSION.** The primary mission of the C-9B is to support the MAGTF Commander by providing time sensitive air transport of routine and high priority passengers and cargo as tasked by Headquarters Marine Corps Aviation Manpower and Support Branch (ASM) or the Joint Operational Support Airlift Center (JOSAC).

**1.2 TABLE OF ORGANIZATION (T/O).** Communities with more than one T/O will provide a table for each and note those units and subunits assigned to each.

#### 1.2.1 Table of Organization

|                            |          |
|----------------------------|----------|
| VMR-1/C-9B                 |          |
| T/O M02230                 |          |
| 2 A/C                      |          |
| Crew Composition           | Total(s) |
| Pilots                     | 4        |
| Augment Pilots             | 7        |
| Crew Chiefs                | 8        |
| Loadmasters                | 5        |
| 2 <sup>nd</sup> Loadmaster | 0        |

#### 1.3 SIX FUNCTIONS OF MARINE AVIATION

| SIX FUNCTIONS OF MARINE AVIATION |              |  |
|----------------------------------|--------------|--|
| FUNCTION                         | ABBREVIATION | DESCRIPTION  |
| Offensive Air Support            | OAS          | OAS involves air operations that are conducted against enemy installations, facilities, and personnel in order to directly assist in the attainment of MAGTF objectives by destroying enemy resources or isolating enemy military forces. Its primary support of the warfighting functions is to provide fires and force protection through CAS and DAS.   |
| Assault Support                  | ASPT         | ASPT contributes to the warfighting functions of maneuver and logistics. Maneuver warfare demands rapid, flexible maneuverability to achieve a decision. Assault support uses aircraft to provide tactical mobility and logistic support to the MAGTF for the movement of high priority personnel and cargo within the immediate area of operations (or the evacuation of personnel and cargo).  |
| Anti-Air Warfare                 | AAW          | AAW is the actions used to destroy or reduce the enemy air and missile threat to an acceptable level. The primary purpose of AAW is to gain and maintain whatever degree of air superiority is required; this permits the conduct of operations without prohibitive interference by opposing air and missile forces. AAW's other purpose is force protection.  |
| Electronic Warfare               | EW           | EW is any military action involving the use of electromagnetic and directed energy to control the electromagnetic spectrum or to attack the enemy. EW supports the warfighting functions of fires, command and control, and intelligence through the three major subdivisions: electronic attack, electronic protection, and electronic warfare support.   |
| Control of Aircraft & Missiles   | CoA&M        | The control of aircraft and missiles supports the warfighting function of Command and Control. The ACE Commander maintains centralized command, while control is decentralized and executed through the Marine Air Command and Control System (MACCS). CoA&M integrates the other five functions of Marine Aviation by providing the commander with the ability to exercise Command and Control authority over Marine Aviation assets. |
| Aerial Reconnaissance            | AerRec       | AerRec employs visual observation and/or sensors in aerial vehicles to acquire intelligence information. It supports the intelligence warfighting function and is employed tactically, operationally, and strategically. The three types of air reconnaissance are visual, multi-sensor imagery, and electronic.   |

1.4 CORE/MISSION/CORE PLUS SKILL ABBREVIATIONS

| VMR-1/C-9B                                 |  |
|--|--|
| CORE/MISSION/CORE PLUS SKILL ABBREVIATIONS |  |
| CORE SKILLS (2000 Phase)                   |  |
| REC SIM                                    | Recurrent Simulator                    |
| T2P REV                                    | Transport 2 <sup>nd</sup> Pilot Review |
| NAV  | Navigation                             |
| TAC REV                                    | Transport Aircraft Commander Review    |
| RFAM                                       | Review Familiarization                 |
| IFAM                                       | International Familiarization          |
| PFAM                                       | Passenger Familiarization              |
| VFAM                                       | Distinguished Visitor Familiarization  |
| HAZFAM                                     | Hazardous Cargo                        |
| MISSION SKILLS (3000 Phase)                |  |
| ALS  | Air Logistics Support                  |
| OSA  | Operational Support Airlift            |
| CORE PLUS SKILL (4000 Phase)               |  |
| IFAM                                       | International Familiarization          |
| MAXCPL                                     | Maximum Cargo and Passenger Loading    |

1.5 MISSION ESSENTIAL TASK LIST (METL). The unit METL consists of Mission Essential Tasks (METs).

| VMR-1/C-9B                         |              |                                     |
|------------------------------------|--------------|-------------------------------------|
| MISSION ESSENTIAL TASK LIST (METL) |              |                                     |
| CORE                               |              |                                     |
| MET                                | ABBREVIATION | MCT DESCRIPTION                     |
| MCT 1.3.4.1.2                      | OSA          | Conduct Operational Support Airlift |
| MCT 4.3.8                          | ALS          | Conduct Air Logistics Support       |

1.6 MISSION ESSENTIAL TASK (MET) TO SIX FUNCTIONS OF MARINE AVIATION

| VMR-1/C-9B   |              |                                  |      |     |    |       |        |
|--|--------------|----------------------------------|------|-----|----|-------|--------|
| MISSION ESSENTIAL TASK (MET) TO SIX FUNCTIONS OF MARINE AVIATION |              |                                  |      |     |    |       |        |
| MET  | ABBREVIATION | SIX FUNCTIONS OF MARINE AVIATION |      |     |    |       |        |
|  |              | OAS                              | ASPT | AAW | EW | CoAGM | AerRec |
| MCT 1.3.4.1.2  | OSA          |                                  | X    |     |    |       |        |
| MCT 4.3.8  | ALS          |                                  | X    |     |    |       |        |

1.7 MISSION ESSENTIAL TASKS (MET) OUTPUT STANDARDS

1.7.1 Flying Squadrons

| VMR-1/C-9B                |              |                       |                         |              |
|---------------------------|--------------|-----------------------|-------------------------|--------------|
| CORE MET OUTPUT STANDARDS |              |                       |                         |              |
| 2 Aircraft                |              |                       |                         |              |
| MET                       | ABBREVIATION | MAXIMUM DAILY SORTIES | MAXIMUM SORTIES PER MET | CMMR (CREWS) |
| MCT 1.3.4.1.2             | OSA          | 2                     | 2                       | 2            |
| MCT 4.3.8                 | ALS          |                       | 2                       | 2            |

Note: Based on an average sortie duration of 3.5 hrs.

1.8 MET TO CORE/MISSION/CORE PLUS SKILL MATRIX. Provides a pictorial view of the relationship between the Core MCT (Marine Corps Task) and each Core/Mission skill required to perform the MCT.

| VMR-1/C-9B   |                             |         |     |         |      |      |      |      |        |                                      |     |   |        |
|--|-----------------------------|---------|-----|---------|------|------|------|------|--------|--------------------------------------|-----|---|--------|
| MISSION ESSENTIAL TASK (MET)<br>to CORE/MISSION/CORE PLUS SKILL MATRIX |                             |         |     |         |      |      |      |      |        |                                      |     |   |        |
| Mission Essential Task:<br>(MET)                                       | CORE SKILLS<br>(2000 Phase) |         |     |         |      |      |      |      |        | MISSION<br>SKILLS<br>(3000<br>Phase) |     | CORE<br>PLUS<br>SKILLS<br>(4000<br>Phase) |        |
|  | REC SIM                     | T2P REV | NAV | TAC REV | RFAM | IFAM | PFAM | VFAM | HAZFAM | OSA                                  | ALS | IFAM                                      | MAXCPL |
| MCT 1.3.4.1.2 (OSA)  | X                           | X       | X   | X       | X    | X    | X    | X    | X      | X                                    |     | X   | X      |
| MCT 4.3.8 (ALS)  | X                           | X       | X   | X       | X    | X    | X    | X    | X      |                                      | X   | X   | X      |

1.9 CMMR CORE/MISSION CREW DEFINITION AND PROFICIENCY REQUIREMENTS  
(2000, 3000, and 4000 Phase)

| VMR-1/C-9B   |       |     |     |     |             |
|--|-------|-----|-----|-----|-------------|
| CORE MODEL MINIMUM REQUIREMENTS (CMMR) [T-2]                                       |       |     |     |     |             |
| CORE/MISSION/CORE PLUS SKILLS CREW POSITION PROFICIENCY REQUIREMENTS<br>2 Aircraft |       |     |     |     |             |
| CORE SKILLS (2000 Phase)   |       |     |     |     |             |
| Core Skills  | Pilot | CC  | LM  | 2LM | Total Crews |
| REC SIM  | 4     | 2   | N/A | N/A | 2           |
| T2P REV  | 2     | N/A | N/A | N/A | 1           |
| NAV  | 4     | N/A | N/A | N/A | 2           |
| TAC REV  | 2     | N/A | N/A | N/A | 1           |
| RFAM   | N/A   | 2   | N/A | N/A | 2           |
| IFAM   | N/A   | 2   | 0   | 0   | 2           |
| PFAM   | N/A   | N/A | N/A | 2   | 2           |
| VFAM   | N/A   | N/A | N/A | 2   | 2           |
| HAZFAM   | N/A   | N/A | 2   | N/A | 2           |
| MISSION SKILLS (3000 Phase)  |       |     |     |     |             |
| Mission Skills   | Pilot | CC  | LM  | 2LM | Total Crews |
| OSA  | 4     | 2   | 2   | 2   | 2           |
| ALS  | 4     | 2   | 2   | 2   | 2           |
| CORE PLUS SKILL (4000 Phase)   |       |     |     |     |             |
| IFAM   | N/A   | 0   | 2   | 2   | 2           |
| MAXCPL   | N/A   | N/A | 2   | N/A | 2           |

1.10 INSTRUCTOR DESIGNATIONS (5000 Phase)

| VMR-1/C-9B  |       |     |     |     |
|---|-------|-----|-----|-----|
| INSTRUCTOR DESIGNATIONS (5000 Phase)  |       |     |     |     |
| CMMR  |       |     |     |     |
| INSTRUCTOR DESIGNATIONS   | Pilot | CC  | LM  | 2LM |
| NE*/NI  | 1     | N/A | N/A | N/A |
| ANI   | 1     | N/A | N/A | N/A |
| CC NE*/CC NI  | N/A   | 1   | N/A | N/A |
| CC ANI  | N/A   | 2   | N/A | N/A |
| 2LM NE*/2LM NI  | N/A   | N/A | N/A | 1   |
| 2LM ANI   | N/A   | N/A | N/A | 2   |
| LM NE*/LM NI  | N/A   | N/A | 1   | N/A |
| LM ANI  | N/A   | N/A | 2   | N/A |
| * At the present time VMR-1 is not the Model Manager for the C-9B but should they become the Model Manager the NATOPS Instructor would become the NATOPS Evaluator. |       |     |     |     |

1.11 REQUIREMENTS, CERTIFICATIONS, QUALIFICATIONS, AND DESIGNATIONS (R, C, Q & D) (6000 Phase)

| VMR-1/C-9B  |       |     |     |     |
|---|-------|-----|-----|-----|
| REQUIREMENTS, CERTIFICATIONS, QUALIFICATIONS, DESIGNATIONS (R,C,Q,D) (6000 Phase) |       |     |     |     |
| CMMR [T-2]  |       |     |     |     |
| 2 Aircraft  |       |     |     |     |
| R,C,Q,D   | Pilot | CC  | LM  | 2LM |
| T3P   | 2     | N/A | N/A | N/A |
| T2P   | 3     | N/A | N/A | N/A |
| TAC   | 6     | N/A | N/A | N/A |
| CC  | N/A   | 8   | N/A | N/A |
| 2LM   | N/A   | N/A | N/A | 6   |
| LM  | N/A   | N/A | 5   | N/A |
| FCP   | 2     | N/A | N/A | N/A |
| COMBAT/FLIGHT LEADERSHIP  |       |     |     |     |
| 2 Aircraft (N/A For the C-9B)   |       |     |     |     |



CHAPTER 2

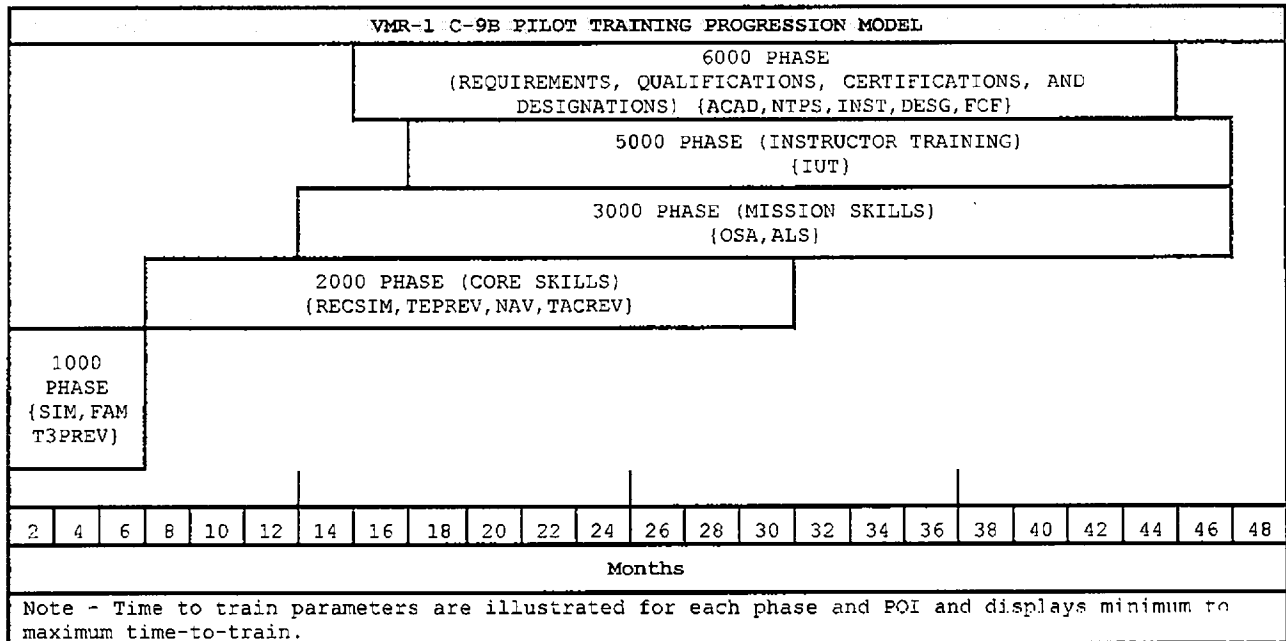
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2.0 INDIVIDUAL TRAINING AND READINESS REQUIREMENTS. This T&R syllabus is based on specific goals and performance standards designed to ensure individual proficiency in Core and Mission Skills. The goal of this chapter is to develop individual and unit war fighting capabilities.

2.1 TRAINING PROGRESSION MODEL. This model represents the recommended training progression for the average VMR-1 C-9B pilot. Units should use the model as a guide to generate individual training plans.



## 2.2 ABBREVIATIONS

| VMR-1 C-9B PILOT                             |                             |
|--|-----------------------------|
| CORE/MISSION/CORE PLUS SKILL ABBREVIATIONS   |                             |
| CORE SKILLS (1000 Phase)                     |                             |
| FAM  | Familiarization             |
| FBS  | Fixed Base Simulator        |
| SIM  | Simulator                   |
| T3PREV                                       | T3P Review                  |
| CORE SKILLS (2000 Phase)                     |                             |
| RECSIM                                       | Recurrent Simulators        |
| T2PREV                                       | T2P Review                  |
| NAV  | Navigation                  |
| TACREV                                       | TAC Review                  |
| MISSION SKILLS (3000 Phase)                  |                             |
| OSA  | Operational Support Airlift |
| ALS  | Air Logistics Support       |
| INSTRUCTOR (5000 Phase)                      |                             |
| IUT  | Instructor Under Training   |
| NI   | NATOPS Instructor           |
| ANI  | Assistant NATOPS Instructor |
| NE   | NATOPS Evaluator            |
| QUALIFICATIONS AND DESIGNATIONS (6000 Phase) |                             |
| ACAD   | Academics                   |
| NTPS   | NATOPS                      |
| INST   | Instrument                  |
| EP   | Emergency Procedures        |
| DESG   | Designation                 |
| FCF  | Functional Check Flight     |

## 2.3 DEFINITIONS

| TERM                                 | DEFINITION  |
|--------------------------------------|---|
| Core Model                           | The Core Model is the basic foundation or standardized format by which all T&Rs are constructed. The Core Model provides the capability of quantifying both unit and individual training requirements and measuring readiness. This is accomplished by linking community Mission Statements, Mission Essential Task Lists, Output Standards, Core Skill Proficiency Requirements and Combat Leadership Matrices |
| Core Skill                           | Fundamental, environmental, or conditional capabilities required to perform basic functions. These basic functions serve as tactical enablers that allow crews to progress to the more complex Mission Skills. Primarily 2000 Phase events but may be introduced in the 1000 Phase.   |
| Mission Skill                        | Mission Skills enable a unit to execute a specific MET. They are comprised of advanced event(s) that are focused on MET performance and draw upon the knowledge, aeronautical abilities, and situational awareness developed during Core Skill training. 3000 Phase events.   |
| Core Plus Skill                      | Training events that can be theater specific or that have a low likelihood of occurrence. They may be fundamental, environmental, or conditional capabilities required to perform basic functions. 4000 Phase events.   |
| Core Plus Mission                    | Training events that can be theater specific or that have a low likelihood of occurrence. They are comprised of advanced event(s) that are focused on Core Plus MET performance and draw upon the knowledge, aeronautical abilities, and situational awareness. 4000 Phase events.  |
| Core Skill Proficiency (CSP)         | CSP is a measure of training completion for 2000 Phase events. CSP is attained by executing all events listed in the Attain Table for each Core Skill. The individual must be simultaneously proficient in all events within that Core Skill to attain CSP.   |
| Mission Skill Proficiency (MSP)      | MSP is a measure of training completion for 3000 Phase events. MSP is attained by executing all events listed in the Attain Table for each Mission Skill. The individual must be simultaneously proficient in all events within that Mission Skill to attain MSP. MSP is directly related to Training Readiness.  |
| Core Plus Skill Proficiency (CPSP)   | CPSP is a measure of training completion for 4000 Phase "Skill" events. CPSP is attained by executing all events listed in the Attain Table for each Core Plus Skill. The individual must be simultaneously proficient in all events within that Core Plus Skill to attain CPSP.  |
| Core Plus Mission Proficiency (CPMP) | CPMP is a measure of training completion for 4000 Phase "Mission" events. CPMP is attained by executing all events listed in the Attain Table for each Core Plus Mission. The individual must be simultaneously proficient in all events within that Core Plus Mission to attain CPMP.  |

## 2.4 INDIVIDUAL CORE/MISSION SKILL PROFICIENCY REQUIREMENTS

2.4.1 Management of individual CSP/MSP serves as the foundation for developing proficiency requirements in DRRS.

2.4.2 Individual CSP is a "Yes/No" status assigned to an individual by Core Skill. When an individual attains and maintains CSP in a Core Skill, the individual counts towards CMMR Unit CSP requirements for that Core Skill.

2.4.3 Proficiency is attained by individual Core/Mission Skill and the training events to be executed within that skill set are determined by POI assignment (Basic or Refresher).

2.4.4 Once proficiency has been attained by Core/Mission Skill (by any POI assignment) then the individual maintains proficiency by executing those events within the maintain column. An individual maintains proficiency by individual Core/Mission Skill.

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**\*Note\***

Individuals may be attaining proficiency in some Core/Mission/Core Plus Skills while maintaining proficiency in other Core/Mission/Core Plus Skills.

2.4.5 Once proficiency has been attained, should one lose proficiency in an event in the maintain column, proficiency can be attained by demonstrating proficiency in the event which was delinquent. Should an individual lose proficiency in all events in the maintain column by Core/Mission Skill, the individual will be assigned to the Refresher POI for that Core/Mission Skill. To regain proficiency for that Core/Mission Skill the individual must demonstrate proficiency in all R-coded events for that Core/Mission Skill.

| VMR-1 C-9B PILOT   |        |               |        |                      |        |
|--|--------|---------------|--------|----------------------|--------|
| ATTAIN AND MAINTAIN CORE/MISSION SKILL PROFICIENCY MATRIX BY POI |        |               |        |                      |        |
| ATTAIN PROFICIENCY   |        |               |        | MAINTAIN PROFICIENCY |        |
| BASIC POI  |        | REFRESHER POI |        |                      |        |
| STAGE  | CODE   | STAGE         | CODE   | STAGE                | CODE   |
| CORE SKILL (2000 Phase)  |        |               |        |                      |        |
| RECSIM   | S2100R | RECSIM        | S2100R | RECSIM               | S2100R |
|  | S2101R |               | S2101R |                      | S2101R |
|  | S2102R |               | S2102R |                      | S2102R |
| T2PREV   | 2200R  | T2PREV        | 2200R  | T2PREV               | 2200R  |
| NAV  | 2300R  | NAV           | 2300R  | NAV                  | 2300R  |
|  | 2301R  |               | 2301R  |                      | 2301R  |
| TACREV   | 2400R  | TACREV        | 2400R  | TACREV               | 2400R  |
| MISSION SKILL (3000 Phase)                                       |        |               |        |                      |        |
| OSA  | 3100R  | OSA           | 3100R  | OSA                  | 3100R  |
| ALS  | 3200R  | ALS           | 3100R  | ALS                  | 3200R  |
| S prefix and blue font = flown in simulator                      |        |               |        |                      |        |
| R suffix and Grey highlight = R-coded "Refresher" event          |        |               |        |                      |        |

2.5 CERTIFICATION, QUALIFICATION AND DESIGNATION TABLES. The tables below delineate T&R events required to be completed to attain proficiency, initial qualifications and designations. In addition to event requirements, all required stage lectures, briefs, squadron training, prerequisites, and other criteria shall be completed prior to completing final events. Certification, qualification and designation letters signed by the Commanding Officer shall be placed in Aircrew Performance Records (APR) and NATOPS jackets. Loss of proficiency in all qualification events causes the associated qualification to be lost. Regaining a qualification requires completing all R-coded syllabus events associated with that qualification.

2.5.1 INSTRUCTOR DESIGNATIONS

| VMR-1 C-9B PILOT                     |  |
|--------------------------------------|--|
| INSTRUCTOR DESIGNATIONS (5000 Phase) |  |
| INSTRUCTOR DESIGNATION               | EVENTS                                 |
| ANI                                  | 6500,5101 (1000 hours fixed wing time) |
| NI                                   | 6500,5101 (1000 hours fixed wing time) |
| NE                                   | 6500,5101 (1000 hours fixed wing time) |

2.5.2 REQUIREMENTS, CERTIFICATIONS, QUALIFICATIONS, AND DESIGNATIONS

2.5.2.1 The tables below delineate T&R events required to be completed to attain initial qualifications and designations. All stage lectures, briefs, squadron training, prerequisites, and open and closed book NATOPS exams shall be complete and graded prior to completing evaluation flights. Qualification

and designation letters signed by the Commanding Officer shall be placed in individual NATOPS and APR jackets.

| VMR-1 C-9B PILOT<br>REQUIREMENTS, CERTIFICATIONS, QUALIFICATIONS, AND DESIGNATIONS (R,C,Q,& D) [6000 Phase] |                                |
|---|--------------------------------|
| R,C,Q,& D   | EVENTS                         |
| QUALIFICATIONS  |                                |
| NATOPS  | 6000, 6001, 6002, 6100         |
| STANDARD INSTRUMENT   | 6003, 6004, 6200               |
| SPECIAL INSTRUMENT  | 6003, 6004, 6201               |
| CRM   | 6005, 6101                     |
| DESIGNATIONS  |                                |
| T3P   | 6100, 6300 (20 hours in C-9B)  |
| T2P   | 6100, 6400 (100 hours in C-9B) |
| TAC   | 6100, 6500 (500 hours in C-9B) |

2.6 VMR-1 C-9B PILOT PROGRAMS OF INSTRUCTION (POI). These tables reflect average time-to-train versus the minimum to maximum time-to-train parameters in the Training Progression Model.

2.6.1 A Transition C-9B Pilot shall be defined as a Marine Corps aviator who served previously as a rotary-wing aviator in the operating forces and subsequently progressed through at least T3P training. A Conversion C-9B Pilot shall be defined as a Marine Corps aviator who served previously as a fixed-wing aviator in the operating forces and subsequently progressed through at least T3P training. Differentiation between Transition and Conversion Pilots is identified here only in order to reiterate current Headquarters Marine Corps policy regarding incurred obligation following completion of C-9B flight training. The POI for Transition and Conversion C-9B Pilots is identical. Transition and Conversion pilots shall be assigned to the Basic POI.

2.6.2 An Initial C-9B Transport Pilot Under Instruction shall not fly as a required crewmember aboard an operational mission (cargo or passenger) until complete with Core Skill Introduction Training and the DESG-6300 flight. A T3P shall fly only in the right seat on an operational mission and shall not manipulate the flight controls aboard an operational mission until complete with Transport Second Pilot training and the DESG 6400 flight. However, a T3P may fly in the left seat and manipulate the flight controls aboard empty legs (no passengers and no cargo). A T2P may fly in either seat and manipulate the flight controls aboard an operational mission. The T2P qualification is established in order for the T2P to build time and experience while being given the opportunity to develop and display the headwork, situational awareness, airmanship, and flight leadership required for assignment to Transport Aircraft Commander Designation-TAC training.

2.6.3 An overseas mission requires a TAC and T2P. A T3P may serve aboard an overseas mission in addition to the required T2P.

#### 2.6.4 Basic POI

| VMR-1 C-9B PILOT<br>BASIC POI |                                      |       |
|-------------------------------|--------------------------------------|-------|
| Weeks                         | Phase of Instruction                 | Unit  |
| 8                             | Core Skill Introduction (1000 Phase) | VMR-1 |
| 1                             | Core Skill (2000 Phase)              | VMR-1 |
| 2                             | Mission Skill (3000 Phase)           | VMR-1 |

2.6.5 Refresher POI. A C-9B Pilot is required to complete Refresher C-9B Pilot training after having not flown the C-9B for over 180 days. A C-9B Pilot must have flown in the capacity as a C-9B pilot during the previous 24

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months in order to be eligible for this Refresher POI. Outside of 24 months, the C-9B pilot must complete the entire syllabus. However, the requirement to begin at the T3P Syllabus for a previously-designated TAC who hasn't flown the C-9B in over 24 months may be waived by the squadron Commanding Officer. This provision allows for a previously proficient TAC, who is returning from another Duty Involving Flying - Operational (DIFOP) tour, to begin at the T2P syllabus. Refresher C-9B Pilots shall refresh at the level of the previously held designation. The only refresher flight events required are the "R" coded events for the level of refresher designation (i.e. T3P, T2P, TAC, IP, FCP). Commencement of a refresher POI is dependent upon a recommendation by the squadron Standardization Board and approval by the Commanding Officer. All decisions as to POI eligibility rest with the Commanding Officer.

2.6.6 If a C-9B pilot's annual Instrument Qualification has expired, the annual Instrument Ground School (to include the Instrument Exam) and annual Instrument Check Flight shall both be completed prior to completing the final "R" coded event for the refresher designation. For those initial C-9B PUIs who have been in a Duty Involving Flying - Denied (DIFDEN) tour for an extended period (i.e. 36 months or more), the instrument check flight shall be completed prior to the T3P Check Flight. In this case, the instrument flight proficiency requirements should be adjusted appropriately in order to account for the fact that the PUI is just beginning to develop C-9B proficiency. The annual instrument check flight standards required of a T2P for example would easily overwhelm a T3P who is just beginning to build C-9B proficiency.

| VMR-1 C-9B PILOT<br>REFRESHER POI |                            |       |
|-----------------------------------|----------------------------|-------|
| Weeks                             | Phase of Instruction       | Unit  |
| 1                                 | Core Skill (2000 Phase)    | VMR-1 |
| 2                                 | Mission Skill (3000 Phase) | VMR-1 |

2.6.7 POI FOR INSTRUCTOR PILOT UNDER TRAINING (IUT). The IUT shall have been recommended by the squadron Standardization Board and approved by the squadron Commanding Officer prior to commencing this POI. All decisions as to POI eligibility rest with the Commanding Officer.

| VMR-1 C-9B PILOT<br>INSTRUCTOR POI |  |       |
|------------------------------------|--|-------|
| Weeks                              | Phase of Instruction                   | Unit  |
| 1                                  | Instructor Pilot Training (5000 Phase) | VMR-1 |

2.6.8 POI FOR FUNCTIONAL CHECK PILOT UNDER INSTRUCTION. The Functional Check Pilot Under Instruction shall have been recommended by the squadron Standardization Board and approved by the Commanding Officer prior to commencing this POI. All decisions as to POI eligibility rest with the Commanding Officer.

| VMR-1 C-9B PILOT<br>FUNCTIONAL CHECK PILOT POI |   |       |
|--|---|-------|
| Weeks  | Phase of Instruction                          | Unit  |
| 1  | Functional Check Flight Training (6000 Phase) | VMR-1 |

## 2.7 SYLLABUS NOTES

### 2.7.1 Environmental Conditions Matrix

| Environmental Conditions   |   |
|--|---|
| Code   | Meaning   |
| D  | Shall be flown during hours of daylight: (by exception - there is no use of a symbol)           |
| N*   | Shall be flown during hours of darkness must be flown unaided                                   |
| (N*)   | May be flown during hours of darkness - If flown during hours of darkness must be flown unaided |
| Note - If the event is to be flown in the simulator the Simulator Instructor shall set the desired environmental conditions for the event. |   |

### 2.7.2 Device Matrix

| DEVICE (Aviation Flying)   |  |
|--|--|
| Symbol   | Meaning                                      |
| A  | Flown in aircraft                            |
| A/S  | Aircraft preferred may be flown in simulator |
| S  | Flown in simulator                           |
| S/A  | Simulator preferred may be flown in aircraft |
| Note - If the event is to be flown in the simulator the Simulator Instructor shall set the desired environmental conditions for the event. |  |

### 2.7.3 Program of Instruction Matrix

| PROGRAM OF INSTRUCTION MATRIX |        |   |  |
|-------------------------------|--------|---|--|
| Program of Instruction (POI)  | Symbol | Aviation Flying   | Aviation Ground  |
| Basic                         | B      | Initial MOS/Skill Training  | Initial MOS training                                     |
| Refresher                     | R      | DIFDEN to DIFOP in same T/M/S   | Return to community from non (MOS/Skill) associated tour |
| Maintain                      | M      | All individuals who have attained CSP/MSP/CPD by initial POI assignment are re-assigned to the M POI to maintain proficiency. |  |

### 2.7.4 Event Terms

| EVENT TERMS |   |
|-------------|---|
| TERM        | DESCRIPTION   |
| Discuss     | An explanation of systems, procedures, or maneuvers during the brief, in flight, or post flight. PUI is responsible for knowledge of procedures.  |
| Demonstrate | The description and performance of a particular maneuver/event by the instructor, observed by the PUI. The PUI is responsible for knowledge of the procedures prior to the demonstration of a required maneuver.  |
| Introduce   | The instructor may demonstrate a procedure or maneuver to PUI, or may coach the PUI through the maneuver without demonstration. The PUI performs the procedures or maneuver with coaching as necessary. The PUI is responsible for knowledge of the procedures. |
| Practice    | The performance of a maneuver or procedure by the PUI that may have been previously introduced in order to attain a specified level of performance.   |
| Review      | Demonstrated proficiency of a maneuver by the PUI.  |
| Evaluate    | Any flight designed to evaluate aircrew standardization that does not fit another category such as SARCK, HACCK, T2PCK, etc.  |
| E-Coded     | This term means that documentation (ATF) is required each time the event is logged. Requires evaluation by a certified standardization instructor (NATOPS I, WTI, INST Evaluator etc.)  |

2.7.5 Requirements For T3P Designation. 1000 Phase complete, 20 hours in the C-9B (10 of which may come from the C-9B simulator), NATOPS open and closed book tests complete, Course Rules Exam and VMR-1 SOP Exam complete, current instrument rating.



2.7.6 Requirements For T2P Designation. T3P designation, 100 hours in the C-9B, 800 hours total time, NATOPS open and closed book tests complete, current instrument rating.

2.7.7 Requirements For TAC Designation. T2P designation, 500 hours in the C-9B (20 of which may be simulator time), 1500 hours total time, NATOPS open and closed book tests complete, current instrument rating.

2.8 CORE SKILL INTRODUCTION FRS ACADEMIC PHASE (0000 Phase). The squadron training events listed below will be completed prior to commencing FAM-1300 for a basic and refresher PUI.

| T&R CODE  | ACADEMIC SYLLABUS                  |
|-----------|------------------------------------|
|           | FRS ACADEMIC PHASE (0000)          |
| ACAD-0001 | Local course rules review and exam |
| ACAD-0002 | VMR-1 C-9B SOP review and exam     |
| ACAD-0004 | Start/taxi/shutdown procedures     |
| ACAD-0005 | Post-flight inspection             |

2.9 CORE SKILL INTRODUCTION PHASE (1000). The Core Skill Introduction Phase is designed to familiarize the PUI with C-9B normal cockpit procedures, CRM, systems operation and limitations, emergency procedures and to introduce instrument flight procedures.

2.10 CORE SKILL INTRODUCTION STAGES (1000)

| PARAGRAPH | STAGE                    |
|-----------|--------------------------|
| 2.10.1    | Simulation flights (SIM) |
| 2.10.2    | Familiarization (FAM)    |
| 2.10.3    | T3P Review (T3PREV)      |

2.10.1 Simulation Flights (Initial) (SIM)

2.10.1.1 Purpose. Provide initial simulator training in the C-9B to prepare the PUI for flight training.

2.10.1.2 General. Following initial simulator training, a T3P should attend refresher simulator training six months after commencing the T3P squadron flight syllabus. This prepares the T3P for evaluation and designation as a T2P. However, the six-month refresher simulator syllabus is not a prerequisite for designation as a T2P. After completion of the six-month refresher simulator syllabus, pilots should attend refresher simulator training every 12 months (not to exceed 18 months). If a C-9B Pilot goes over 18 months without simulator refresh, he will be considered down until refreshed.

2.10.1.3 Crew Requirements. SIM IP, PUI (Per current contract)

2.10.1.4 Academic Training. Prior to commencing the simulator phase of training the PUI will complete five days of ground school, consisting of items such as aircraft, systems, performance, and emergency procedures needed to complete the Simulator phase and ultimately fly the aircraft.

SIM-1100      4.0    \*      B                    (N\*)                    S (No Motion)                    1 C-9B

Goal.    Per current contract.  
Requirement.    Per current contract.  
Performance Standard.    Per current contract.  
Prerequisite.    Ground school complete.

SIM-1101      4.0    \*      B                    (N\*)                    S (No Motion)                    1 C-9B

Goal.    Per current contract.  
Requirement.    Per current contract.  
Performance Standard.    Per current contract.  
Prerequisite.    SIM-1100

SIM-1102      4.0    \*      B                    (N\*)                    S (No Motion)                    1 C-9B

Goal.    Per current contract.  
Requirement.    Per current contract.  
Performance Standard.    Per current contract.  
Prerequisite.    SIM-1101

SIM-1103      4.0    \*      B                    (N\*)                    S (No Motion)                    1 C-9B

Goal.    Per current contract.  
Requirement.    Per current contract.  
Performance Standard.    Per current contract.  
Prerequisite.    SIM-1102

SIM-1104      4.0    \*      B                    (N\*)                    S                    1 C-9B

Goal.    Per current contract.  
Requirement.    Per current contract.  
Performance Standard.    Per current contract.  
Prerequisite.    SIM-1103

SIM-1105      4.0    \*      B                    (N\*)                    S                    1 C-9B

Goal.    Per current contract.  
Requirement.    Per current contract.  
Performance Standard.    Per current contract.  
Prerequisite.    SIM-1104

SIM-1106      4.0    \*      B                    (N\*)                    S                    1 C-9B

Goal.    Per current contract.  
Requirement.    Per current contract.  
Performance Standard.    Per current contract.  
Prerequisite.    SIM-1105

SIM-1107      4.0    \*      B                    (N\*)                    S                    1 C-9B

Goal.    Per current contract.  
Requirement.    Per current contract.  
Performance Standard.    Per current contract.  
Prerequisite.    SIM-1106

SIM-1108      4.0    \*      B                      (N\*)                      S                      1 C-9B

Goal. Per current contract.

Requirement. Per current contract.

Performance Standard. Per current contract.

Prerequisite. SIM-1107

SIM-1109      4.0    \*      B                      (N\*)                      S                      1 C-9B

Goal. Per current contract.

Requirement. Per current contract.

Performance Standard. Per current contract.

Prerequisite. SIM-1108

SIM-1110      4.0    \*      B                      (N\*)                      S                      1 C-9B

Goal. Per current contract.

Requirement. Per current contract.

Performance Standard. Per current contract.

Prerequisite. SIM-1109

SIM-1111      4.0    \*      B                      (N\*)                      S                      1 C-9B

Goal. Per current contract.

Requirement. Per current contract.

Performance Standard. Per current contract.

Prerequisite. SIM-1110

## 2.10.2 Familiarization Flights (FAM)

2.10.2.1 Purpose. Instruct PUI in aircraft ground handling, VFR and IFR flight characteristics and limitations with emphasis on instrument flight procedures and proper response to aircraft emergency situations.

2.10.2.2 General. Pilots Under Instruction shall be in the left seat for all training flights unless otherwise noted in the training syllabus. All training flights shall be flown with a designated NATOPS Instructor with the exception of Instrument Evaluation Flights (INST-6200, INST-6201) which may be flown with any TAC who is designated on the squadron Instrument Board.

2.10.2.3 Crew Requirements. IP, PUI, CC (CC position may be filled by TAC, T2P, or T3P).

FAM-1300      3.0    \*      B                      D                      A(Static)                      1 C-9B

Goal. Introduction to the C-9B preflight planning, checklists, preflight walk-around, emergency egress, and weight and balance.

### Requirement

Discuss

Preflight inspection

Cockpit checkout

Checklists

Emergency egress drill

Flight planning

Weight and balance

Post flight inspection

Introduce

- Preflight inspection
- Cockpit checkout
- Checklists
- Emergency egress drill
- Flight planning
- Weight and balance
- Post flight inspection

Performance Standard. Per Squadron Flight Training Instruction.

Prerequisite. SIM-1111

FAM-1301      3.0    \*      B                      D                      A              1 C-9B

Goal. Introduce C-9B normal flight maneuvers.

Requirement

Discuss

- APU
- Checklists
- Flight director
- Departure and approach instrument set-up procedures
- Engine start
- Takeoff procedures
- Climb
- Airwork (climbs, level offs, descents, level turns, roll rate demonstration, power management, speed changes with/without speedbrakes, high sink rate demo, steep turns)
- Approach and landing configuration (Speeds and procedures)
- TOLD cards
- CRM

Introduce

- Engine start
- Taxi
- Braking and steering techniques
- Crew briefing items
- Static takeoff (15° flaps)
- Climbs
- Level offs
- Descents
- Level turns
- Steep turns
- Roll rate demonstration
- Speed brake usage
- High sink rate demonstration
- Power management
- IP demonstrated visual recovery and touch-and-go landing followed by PUI performing touch-and-go landings and full stop landing with auto spoiler

Review

- Preflight inspection
- Operation of cabin doors
- Cockpit emergency equipment and exits
- Cockpit checklist

Performance Standard. Per Squadron Flight Training Instruction.

Prerequisite. FAM-1300

FAM-1302    3.0    \*    B    D    A    1 C-9B

Goal.    Introduce C-9B normal flight maneuvers.

Requirement

Discuss

- Engines/oil system
- Air conditioning system
- Radar
- INS
- FMS
- Approach/landing configuration/speeds
- Holding and procedure turns
- Missed approach
- Critical action emergency procedures
- Performance data

Introduce

- Rolling takeoff (15° or 5° flaps)
- SFD turns
- Approach to stall series (not required if completed in simulator within last 12 months)
- Holding
- ILS/GCA
- Non-precision approaches
- Circling
- Missed approach procedures

Review

- Preflight inspection
- Cockpit checklist
- Engine start
- Taxi
- Braking and steering techniques crew briefing items
- Steep turns
- Visual approaches to touch-and-go landings
- Full stop landings with auto spoiler

Performance Standard.    Per Squadron Flight Training Instruction.

Prerequisite.    FAM-1301

FAM-1303    3.0    \*    B    D    A    1 C-9B

Goal.    Introduce emergency procedures.

Requirement

Discuss

- Fuel system
- Pneumatic system
- Anti-ice system
- Oxygen system
- Aborted takeoff
- Rapid decompression/emergency descent
- High altitude/high speed characteristics
- Critical action emergency procedures
- Performance data
- Simulated engine failure at  $V_1$

Introduce

- Start (cross bleed)
- Simulated engine failure after  $V_1$

Use of autopilot and emergency descent  
Perform visual, GCA and ILS approaches with raw data inputs,  
coupled autopilot, one engine, zero flaps or slats retracted as  
appropriate to touch-and-go or full stop landing  
Single engine go-around and manual spoiler full-stop landing

Review

Preflight inspection  
Taxi items on FAM-1300 and FAM-1301  
Rolling Takeoff (15° flaps)

Performance Standard. Per Squadron Flight Training Instruction.

Prerequisite. FAM-1302

FAM-1304      3.0      \*      B                      N\*                      A                      1 C-9B

Goal. Review FAM/INST maneuvers at night.

Requirement

Discuss

Electrical system  
Electrical fire and smoke/fume elimination  
Standard voice calls  
Minimum maneuver speeds  
CRM Mission Analysis and Situational Awareness

Review

Review preflight/start/taxi items covered on FAM-1300 through  
FAM-1302  
Perform rolling takeoff with 15° flaps  
ILS and GCA approaches  
Touch-and-go landings  
Full stop manual spoiler landing

Performance Standard. Per Squadron Flight Training Instruction.

Prerequisite. FAM-1303

FAM-1305      3.0      \*      B                      D                      A                      1 C-9B

Goal. PUI in right seat to perform duties of copilot.

Requirement

Discuss

Fire procedures  
Hydraulics/flight controls  
Performance  
De-rated thrust takeoff

Introduce

Engine battery start  
Static takeoff (15° or 5°) flaps  
De-rated thrust takeoff  
Manual pressurization  
Maximum performance full stop landing

Review

Preflight/start/taxi crew briefing items covered on previous  
flights  
All approaches and landings covered on previous flights

Performance Standard. Per Squadron Flight Training Instruction.

Prerequisite. FAM-1304

### 2.10.3 T3P Review Flight (T3PREV)

2.10.3.1 Purpose. Ensure T3P is well versed in ground responsibilities and exhibiting normal progression in flight responsibilities for time in aircraft.

2.10.3.3 Crew Requirements. IP, PUI, CC (CC position may be filled by TAC, T2P, or T3P)

T3PREV-1400 3.0 \* B D A 1 C-9B

Goal. PUI in left or right seat at discretion of IP. Review all previously introduced material in preparation for T3P Check flight.

#### Requirement

##### Discuss

- OPARS flight planning
- Flight in high altitude structure
- Line mission considerations

##### Introduce

- High altitude flight regime to include the following: Filing criteria, long range cruise considerations, and navigation procedures

##### Review

- Review engine failure at  $V_1$
- Emergency return
- Steep turns
- SFD turns
- Approach to stall series (not required if completed in simulator within last 12 months)
- Emergency descent
- Precision and non-precision approaches
- Circling approach
- Holding
- Single engine ILS
- SFD ILS
- No-flap/no-slat approach and landing
- Single engine go-around
- Manual spoiler full stop landing
- Emphasize emergency procedures and abnormal situation responses

Performance Standard. Per Squadron Flight Training Instruction.

Prerequisite. FAM-1305

### 2.11 CORE SKILL PHASE (2000)

2.11.1 General. Core Skill Phase in the C-9B provides the PUI with the necessary review flights to prepare for advancement to T2P and TAC.

### 2.12 CORE SKILL INTRODUCTION STAGES (2000)

| PARAGRAPH | STAGE                         |
|-----------|-------------------------------|
| 2.12.1    | Recurrent Simulators (RECSIM) |
| 2.12.2    | T2P Review (T2PREV)           |
| 2.12.3    | Navigation (NAV)              |
| 2.12.4    | TAC Review (TACREV)           |

2.12.1 RECURRENT SIMULATOR TRAINING (RECSIM)

2.12.1.1 Purpose. Review C-9B normal cockpit procedures, CRM, systems operation and limitations, emergency procedures, and instrument flight procedures and maintain currency.

2.12.1.2 General. Following initial simulator training, a T3P should attend Recurrent Simulator Training six months after commencing the T3P squadron flight syllabus. This prepares the T3P for evaluation and designation as a T2P. However, the six-month recurrent simulator syllabus is not a prerequisite for designation as a T2P.

2.12.1.2.1 After completion of the six-month recurrent simulator syllabus, pilots should attend recurrent simulator training every 12 months (not to exceed 18 months). If a C-9B pilot goes over 18 months without recurrent training, he will be considered down until refreshed.

2.12.1.3 Crew Requirements. SIM IP, PUI (Per current contract)

RECSIM-2100 4.0 365 B,R,M (N\*) S 1 C-9B

Goal. Per current contract.

Requirement. Per current contract.

Performance Standard. Per current contract.

Prerequisite. SIM-1111

RECSIM-2101 4.0 365 B,R,M (N\*) S 1 C-9B

Goal. Per current contract.

Requirement. Per current contract.

Performance Standard. Per current contract.

Prerequisite. REFSIM-2100

RECSIM-2102 4.0 365 B,R,M (N\*) S 1 C-9B

Goal. Per current contract.

Requirement. Per current contract.

Performance Standard. Per current contract.

Prerequisite. REFSIM-2101

2.12.2 T2P Review (T2PREV)

2.12.2.1 Purpose. To prepare the PUI for the T2P check-ride.

2.12.2.2 General. Prior to flying T2PREV-2100 a PUI must have at least 100 hours in the C-9B and 800 hours total time. The time obtained during the T2PREV may be counted towards the time requirements. After completion of all T3P events flight time in the C-9B will be obtained through actual mission flights.

2.12.2.2.1 T3P will occupy the left seat to perform duties of the flying pilot.

2.12.2.3 Crew Requirements. T2PREV CREW - IP, PUI, CC (CC position may be filled by TAC, T2P, or T3P). NAV-2300, NAV-2301 CREW - Full mission crew.



T2PREV-2200 3.0 1095 B,R,M D A 1 C-9B

Goal. Refine copilot performance and review all copilot duties and responsibilities.

Requirement

Discuss

- Systems and limitations
- Bold face emergency procedures
- Aircraft performance

Review

- Review preflight/start/taxi crew briefing
- FMS/GPS/INS operation
- Engine failure at V<sub>1</sub>
- Emergency return
- Steep turns
- SFD turns
- Approach to stall series (not required if completed in simulator within last 12 months)
- Emergency descent
- Precision and non-precision approaches
- Circling approach
- Holding
- Single engine ILS
- Single engine go around
- SFD ILS
- No-flap/no-slat approach and landing
- Manual spoiler full-stop landing
- Emphasize emergency procedures and abnormal situation responses

Performance Standard. Per Squadron Flight Training Instruction.

Prerequisite. DESG-6200, 100 hrs in C-9B, 800 total hrs

2.12.3 Navigational Route Checks (NAV)

2.12.3.1 Purpose. Conduct both an overland and overwater route check flight prior to upgrade to TAC.

2.12.3.2 General. The TAC Route Check (NAV-2300) should be conducted on an operational mission with a full crew. The TAC Overwater Check (NAV-2301) may be conducted with either minimum crew on a dedicated training mission or on an operational mission with a full crew.

2.12.3.2.1 The overwater check flight for T2P prior to upgrade to TAC can also be logged to maintain ICAO proficiency for the TAC (6 month refly \*). Flight must include a Remain Overnight (RON) and an overwater leg of at least 1,300 nautical miles.

NAV-2300 5.0 \* B,R (N\*) E A 1 C-9B

Goal. PUI performs extended range operations and alternates between left and right seats throughout the mission in order to demonstrate flight leadership from either seat. T2P shall also demonstrate the ability to supervise preflight preparation and manage a crew and aircraft away from home station on an operational mission that includes a Remain Overnight (RON).

Requirement

Discuss

- Mission coordination
- Flight planning
- Weather
- Fuel planning
- Load computations
- Performance
- CRM

Review

PUI shall demonstrate flight leadership and crew resource management by acting as the TAC during an operational mission that includes an RON. During the trip, the T2P shall conduct a two-engine instrument approach and landing from the right seat.

Performance Standard. Per Squadron Flight Training Instruction.

Prerequisite. DESG-6300

NAV-2301    5.0    180    B,R,M    (N\*)    E    A    1 C-9B

Goal. PUI conducts overwater navigation. Evaluation legs should be conducted with the PUI in the right seat. TAC/T2P to demonstrate the ability to manage a crew and aircraft on an extended, overwater flight under ICAO rules.

Requirement

Discuss

- Mission coordination
- Crew briefing
- ATFP briefing coordination
- Confirmation Brief
- Flight planning
- Weather brief
- Fuel planning
- Weight and balance
- Aircraft inspection
- Cargo inspection (as required)
- Manifest inspection
- Flight advisory message review
- Aircraft and Personnel Automated Clearance System (APACS) review
- Foreign clearance guide review
- Navigation pubs pack up
- Survival gear inspection
- Fuel computations
- Performance
- Supervise loadmaster in arranging for billeting
- Crew ground transportation
- Customs and agriculture inspection

Review

TAC/T2P to conduct overwater navigation in accordance with ICAO convention, from the right seat. During the trip, the TAC/T2P shall conduct a two-engine instrument approach and landing from the right seat.

Performance Standard. Per Squadron Flight Training Instruction.

Prerequisite. DESG-6300

#### 2.12.4 TAC Review (TACREV)

2.12.4.1 Purpose. Review all previously covered items and ensure that the T2P is adequately prepared for a TAC check.

2.12.4.2 Crew Requirements. IP, PUI, CC (CC position may be filled by TAC, T2P, or T3P)

TACREV-2400 3.0 1095 B,R,M (N\*) A 1 C-9B

Goal. Review all C-9B previous NATOPS normal and emergency procedures. Demonstrate ability to lead and coordinate crew during emergencies, plus meet all previous NATOPS requirements.

Requirement. T2P will fly from left seat.

##### Discuss

Similar to the brief required for DESG-6300 except that the PUI shall demonstrate a more extensive, in-depth knowledge of systems and limitations, bold-face emergency procedures, warning and caution lights, bold-face immediate action procedures, and performance. Additionally, the PUI shall demonstrate a working knowledge of all governing operational directives such as NATOPS, OPNAV 3710, FAR/AIM, ICAO convention, SOP, and FTI.

##### Review

Aircraft data book (ADB)  
Engine failure at  $V_1$   
Emergency return  
Steep turns  
Clean approach to stall  
SFD turns  
Approach to stall series (not required if completed in simulator within last 12 months)  
Emergency descent  
Precision and non-precision approaches  
Circling approach  
Holding  
Single engine ILS  
Single engine go around  
SFD ILS  
No-flap/no-slat approach and landing  
Manual spoiler full-stop landing  
Emphasize emergency procedures and abnormal situation responses  
Event shall conclude with a review of M-SHARP flight data entry

Performance Standard. Per Squadron Flight Training Instruction.

Prerequisite. NAV-2300, NAV-2301

#### 2.13 MISSION SKILLS PHASE (3000)

2.13.1 General. The Mission Skill Phase is designed to familiarize the PUI with the unique missions and challenges associated with the VMR-1, C-9B. Mission Skills are designed to fulfill the requirements of the C-9B Mission Essential Task List as defined by the associated Marine Corps Task (MCT).

2.14 MISSION SKILL STAGES (3000)

| PARAGRAPH | STAGE                             |
|-----------|-----------------------------------|
| 2.14.1    | Operational Support Airlift (OSA) |
| 2.14.2    | Air Logistical Support (ALS)      |

2.14.1 Operational Support Airlift (OSA)

2.14.1.1 Purpose. This event is designed to fulfill the requirement set in MCT 1.3.4.1.2, conduct OSA.

2.14.1.2 General. It is understood that many missions will be a combination of both passenger and cargo transportation and both codes will be used when filling out the NAVFLIR. Both codes are made available for flights that clearly fall into a single category.

\*Note: A TAC should not fly as the signing TAC aboard an overwater mission if it has been over 6 months since returning from the last overwater mission. This requirement may be waived up to 12 months at the discretion of the Squadron Commanding Officer in order to account for a TAC who has a considerable amount of previous C-9B overseas experience.

2.14.1.3 Crew Requirement. Full mission crew.

OSA-3100      3.0      180      B,R,M      (N\*)      A      1      C-9B

Goal. Introduce the T3P to the JOSAC passenger mission or provide continued update to the skills of the T2P and TAC while performing the mission in their different aircrew roles.

Requirement. Aircrew will execute a JOSAC passenger mission and perform all pilot flight related duties safely and proficiently.

Performance Standard. Per JOSAC/ASM tasking, NATOPS, SOP, and FAA or ICAO standards and regulations.

Prerequisite. DESG-6200

2.14.2 Air Logistics Support (ALS)

2.14.2.1 Purpose. This event is designed to fulfill the requirement set in MMC 4.3.8, Conduct Air Logistics Support.

2.14.2.2 General. It is understood that many missions will be a combination of both passenger and cargo transportation and both codes will be used when filling out the NAVFLIR. Both codes are made available for flights that clearly fall into a single category.

2.14.2.3 Crew Requirement. Full mission crew.

ALS-3200      3.0      180      B,R,M      (N\*)      A      1      C-9B

Goal. Introduce the T3P to the C-9B cargo mission or provide continued update to the skills of the T2P and TAC while performing the mission in their different aircrew roles.

Requirement. Aircrew will execute a JOSAC cargo mission and perform all pilot flight related duties safely and proficiently.

Performance Standard. Per JOSAC/ASM tasking, NATOPS, SOP, and FAA or ICAO standards and regulations.

Prerequisite. DESG-6200

2.15 CORE PLUS SKILL PHASE (4000)

2.15.1 General. There is no Core Plus Skill Phase in the C-9B T&R.

2.16 CORE PLUS SKILL STAGES (4000)

2.16.1 General. There are no 4000 level events in the C-9B T&R.

2.17 INSTRUCTOR TRAINING PHASE (5000)

2.17.1 General. The instructor training phase is designed to provide the Squadron with a cadre of qualified instructors needed to ensure quality training at all times.

2.18 INSTRUCTOR TRAINING STAGES

| PARAGRAPH | STAGE                           |
|-----------|---------------------------------|
| 2.18.1    | Instructor Under Training (IUT) |

2.18.1 Instructor Under Training (IUT)

2.18.1.1 Purpose. Develop qualified instructor pilots with the ability to teach all phases of C-9B flight and mission requirements.

2.18.1.2 General. An IP is qualified to instruct in all phases of aircraft operations. SqdnO P3710.1 series (VMR-1 SOP for Flight Operations) delineates duties that may be performed.

2.18.1.2 Crew Requirements. IP, PUI, CC (CC position may be filled by TAC, T2P, or T3P)

IUT-5100 3.0 \* B (N\*) E A 1 C-9B

Goal. Instruction introduction. IUT in right seat.

Requirement

Brief/Discuss

Exchange of flight controls  
Conduct of training flight  
Instructional techniques

Review

IUT will coach IP on taxi procedures  
IUT conducts:  
Normal takeoff and initiates a simulated engine failure post V<sub>1</sub>  
and demonstrates an emergency return  
Steep turns  
High-sink rate recovery  
Approach to stall series (not required if completed in simulator within last 12 months)

Emergency descent  
Holding  
Precision and non-precision approaches  
Single engine approach  
Single engine go-around  
No-flap/no slat approach and landing  
Circling  
Manual spoiler full stop landing

Exchange of flight controls at a safe taxi speed  
Demonstrate ability to perform all maneuvers in standardized manner and to recognize and correct common student errors

Performance Standard. Pilot shall demonstrate the ability to instruct familiarization and instrument maneuvers, including demonstrating and introducing maneuvers to pilots under instruction.

Prerequisite. DESG-6400

IUT-5101      3.0      \*      B,R      (N\*)      E      A      1 C-9B

Goal. IUT evaluation flight. IUT in right seat.

Requirement

Discuss

Exchange of flight controls  
Conduct of evaluation flight

Review

IUT in right seat coaches IP through taxi procedures.  
IUT conducts:  
Normal takeoff and initiates a simulated engine failure post  $V_1$  and demonstrates an emergency return  
Steep turns  
High-sink rate recovery  
Approach to stall series (not required if completed in simulator within last 12 months) Emergency descent  
Holding  
Precision and non-precision approaches  
Single engine approach  
Single engine go-around  
No-flap/no slat approach and landing  
Circling  
Manual spoiler full stop landing  
Exchange of flight controls at a safe taxi speed  
Demonstrate ability to perform all maneuvers in standardized manner, and to recognize and correct common student errors.

Performance Standard. IUT shall demonstrate the requisite maturity, airmanship, instructional ability, and standardization expected of an Instructor pilot.

Prerequisite. IUT-5100

2.19      REQUIREMENTS, CERTIFICATIONS, QUALIFICATIONS, AND DESIGNATIONS  
            (RCQD) PHASE (6000)

2.19.1      General. The 6000 phase encompasses the events required to maintain currency with all certifications, qualifications, and designations.

2.20 REQUIREMENTS, CERTIFICATIONS, QUALIFICATIONS, AND DESIGNATIONS  
(RCQD) STAGES (6000)

| PARAGRAPH | STAGE                         |
|-----------|-------------------------------|
| 2.20.1    | Academics (ACAD)              |
| 2.20.2    | NATOPS (NTPS)                 |
| 2.20.3    | Instruments (INST)            |
| 2.20.4    | Designations (DESG)           |
| 2.20.5    | Functional Check Flight (FCF) |

2.20.1 Academics (ACAD)

2.20.1.1 Purpose. To complete the academic requirements for subsequent annual evaluation flights.

ACAD-6000 4.0 365 B,R,M E

Goal. The open book examination shall consist of, but not limited to, the question bank. The purpose of the open book examination is to evaluate the pilot's knowledge of the appropriate publications and the aircraft.

Performance Standard. Achieve a minimum score of 3.5 on the open book examination.

ACAD-6001 1.5 365 B,R,M E

Goal. The purpose of the closed book examination is to evaluate the pilot's knowledge of the concerning normal/emergency procedures and aircraft limitations.

Performance Standard. Achieve a minimum score of 3.3 on the closed book examination.

Prerequisite. ACAD-6000

ACAD-6002 2.0 365 B,R,M E

Goal. The oral examination shall consist of, but not be limited to the question bank. The instructor may draw upon their experience to propose questions of a direct and positive manner and in no way be opinionated to evaluate the pilot's knowledge of the concerning normal/emergency procedures, aircraft limitations, and performance.

Performance Standard. Achieve a minimum grade of qualified on the oral examination.

Prerequisite. NTPS-6000 and NTPS-6001 within 60 days preceding this event.

ACAD-6003 8.0 365 B,R,M E

Goal. The Instrument Ground School shall be an approved Commander Naval Air Forces (CNAF) approved syllabus.

Performance Standard. Successfully complete Instrument Ground School.

ACAD-6004    2.0    365    B,R,M    E

Goal. Complete the instrument exam.

Performance Standard. Achieve a minimum grade of qualified on the NATOPS instrument examination.

Prerequisite. ACAD-6003

ACAD-6005    2.0    365    B,R,M    E

Goal. CRM ground instruction in accordance with applicable directives and instructions.

Performance Standard. Demonstrate satisfactory knowledge of CRM principles and their application.

ACAD-6006    1.0    30    B,R,M    E

Goal. Monthly Emergency Procedures Exam.

Requirement. Conduct a monthly EP Exam per NAVMC 3500.14.

## 2.20.2 NATOPS Evaluations (NTPS)

2.20.2.1 Purpose. Provide annual NATOPS and CRM evaluation flights.

NTPS-6100    1.5    365    B,R,M    (N\*)    E    S/A    1 C-9B

Goal. Conduct annual NATOPS evaluation.

Requirement. Proficiency in the utilization of all aspects of the C-9B. The proficiency expected by the evaluator in this flight shall be commensurate with the experience of the pilot under evaluation.

Performance Standard. The performance expected by the evaluator in this flight shall be commensurate with the experience level of the pilot under evaluation.

Prerequisite. 6000, 6001, 6002

NTPS-6101    1.5    365    B,R,M    (N\*)    E    S/A    1 C-9B

Goal. Conduct annual CRM evaluation.

Requirement. Perform initial/annual CRM flight evaluation per applicable directives. May be flown in conjunction with annual NATOPS evaluation flight.

Performance Standard. Performance standards will be according to the C-9B NFM.

Prerequisite. ACAD-6005

NTPS-6102    1.0    90    B,R,M    (N)    E    S/A    1 C-9B

Goal. Emergency Procedure Review.

Requirement. This event will review C-9B emergency procedures and fulfills the requirement of quarterly EP simulator training per NAVMC 3500.14. This event can be accomplished as a combined event in the simulator or in the actual aircraft while airborne or sitting on the deck.

Performance Standard. Comply with C-9B NFM emergency procedures.



### 2.20.3 Instrument Evaluation (INST)

2.20.3.1 Purpose. To provide annual instrument evaluation flights.

INST-6200    3.0    365    B,R,M            (N)    E            S/A    1 C-9B

Goal. Complete standard instrument flight evaluation. Following completion of the ground evaluation events, a standard instrument flight/simulator evaluation event shall be flown and completed with a grade of "Qualified." Conduct an objective evaluation of the airman's knowledge of flight planning, filing, briefing, conduct of flight under normal operating conditions, emergency procedures, closing out flight plans, and debriefing.

Requirement. Successfully pass the instrument check.

Performance Standard. Executes flight and ground operations safely IAW OPNAV 3710.7 Series, Platform NATOPS, NATOPS Instrument Flight Manual, and training rules. All areas on the instrument flight evaluation are critical. An "Unsatisfactory" grade in any area shall result in an "Unsatisfactory" grade for the flight.

Prerequisite. 6003, 6004, and minimum experience per OPNAVINST 3710.7.

INST-6201    3.0    365    B,R,M            (N)    E            S/A    1 C-9B

Goal. Complete special instrument flight evaluation. Following completion of the ground evaluation events, a special instrument flight/simulator evaluation event shall be flown and completed with a grade of "Qualified." Conduct an objective evaluation of the airman's knowledge of flight planning, filing, briefing, conduct of flight under normal operating conditions, emergency procedures, closing out flight plans, and debriefing.

Requirement. Successfully pass the instrument check.

Performance Standard. Executes flight and ground operations safely IAW OPNAV 3710.7 series, platform NATOPS, NATOPS Instrument Flight Manual, and training rules. All areas on the instrument flight evaluation are critical. An "Unsatisfactory" grade in any area shall result in an "Unsatisfactory" grade for the flight.

Prerequisite. 6003, 6004, and posses minimum experience per OPNAVINST 3710.7.

### 2.20.4 Designation Flights (DESG)

2.20.4.1 Purpose. To provide T3P, T2P, and TAC designated pilots.

#### 2.20.4.2 General

2.20.4.2.1 A T3P must have at least 20 hours in the C-9B (10 of which may come from the C-9B simulator) before he/she can be designated.

2.20.4.2.2 A T2P must have 100 hours in the C-9B (20 of which may come from the C-9B simulator) and 800 hours total time before he/she can be designated.

2.20.4.2.3 For TAC, the intent is to ensure that a C-9B pilot has been exposed to C-9B flight operations during all four seasons prior to designation. This generally corresponds with the point at which a C-9B pilot has obtained the 500 hours in the C-9B (20 of which may come from the C-9B simulator) required for designation as a TAC. Total flight time required before this flight may be flown is 1000 fixed wing time.

DESG-6300 3.0 \* B (N\*) E A 1 C-9B

Goal. T3P evaluation flight. PUI to demonstrate the ability to meet NATOPS qualification per Chapter 18 NATOPS evaluation criteria. The flight evaluation is designed to measure with maximum objectivity the degree of standardization demonstrated by the PUI and to ensure safety of flight.

Requirement

Brief/Discuss

Systems and limitations  
Bold-face emergency procedures

Review

Engine failure at  $V_1$   
Emergency return  
Steep turns  
SFD turns  
Approach to stall series (not required if completed in simulator within last 12 months)  
Emergency descent  
Precision and non-precision approaches  
Circling approach  
Holding  
Single engine ILS  
SFD ILS  
No-flap/no-slat approach and landing  
Manual spoiler full-stop landing

Performance Standard. The T3P Check should emphasize only those areas that are germane to copilot duties and demonstrated performance required to safely terminate a flight in the event of aircraft commander incapacitation.

Prerequisite. 1000 series complete

DESG-6400 3.0 \* B,R (N\*) E A 1 C-9B

Goal. T2P evaluation flight. PUI to demonstrate the ability to meet NATOPS qualification per Chapter 18 NATOPS evaluation criteria.

Requirement

Brief/Discuss

PUI should demonstrate a thorough knowledge of:  
NATOPS systems and limitations,  
Bold-face emergency procedures  
Annunciator lights

Review

Engine failure at  $V_1$   
Emergency return  
Steep turns  
SFD turns  
Approach to stall series (Not required if completed in simulator within last 12 months)  
Emergency descent  
Precision and non-precision approaches  
Circling approach  
Holding  
Single engine ILS

SFD ILS  
No-flap/no-slat approach and landing  
Manual spoiler full-stop landing

Performance Standard. The flight evaluation is designed to measure with maximum objectivity the degree of standardization demonstrated by the PUI and his/her ability to handle the aircraft under any circumstances. Primary emphasis shall be placed on emergency procedures, flying skill, command mentality, and judgment.

Prerequisite. T2PREV-2100

DESG-6500    3.0    \*    B,R    (N\*)    E    A    1 C-9B

Goal. TAC evaluation flight. PUI to demonstrate the ability to meet NATOPS qualification per Chapter 18 NATOPS evaluation criteria. Review all C-9B previous NATOPS normal and emergency procedures. Demonstrate ability to lead and coordinate crew during emergencies, plus meet all previous NATOPS requirements. T2P in the left seat.

Requirement

Brief/Discuss. Similar to the brief required for DESG-6300 except that the T2P shall demonstrate a more extensive, in depth knowledge of:

- Systems and limitations
- Bold-face emergency procedures
- Warning and caution lights
- Performance

Additionally, the PUI shall demonstrate a working knowledge of all governing operational directives such as NATOPS, OPNAV 3710, FAR/AIM, ICAO convention, SOP, and FTI.

Review

- Aircraft data book (ADB)
- Engine failure at V<sub>1</sub>
- Emergency return
- Steep turns
- Clean approach to stall
- SFD turns
- Approach to stall series (not required if completed in simulator within last 12 months)
- Emergency descent
- Precision and non-precision approaches
- Circling approach
- Holding
- Single engine ILS
- Single engine go around
- SFD ILS
- No-flap/no-slat approach and landing
- Manual spoiler full-stop landing
- Emphasize emergency procedures and abnormal situation responses
- Event shall conclude with a review of M-SHARP flight data entry

Performance Standard. The flight evaluation is designed to measure with maximum objectivity the degree of standardization demonstrated by the PUI and his/her ability to handle the aircraft under any circumstances. Primary emphasis shall be placed on emergency procedures, flying skill, command mentality, and judgment.

Prerequisite. TACREV-2300

2.20.5 Functional Check Flight (FCF)

2.20.5.1 Purpose. To qualify pilots as functional check pilots.

FCF-6600      4.0      \*      B      D      E      A      1 C-9B

Goal. Familiarize the PUI with the FCF checklist and procedures.  
Conduct training for designation as a FCP. Per a locally generated syllabus, conduct FCF training with a previously designated FCP.

Requirement. PUI in right seat.

Brief/Discuss

Flight procedures/conduct  
FCF requirements  
FCF procedures

Introduce/Practice

QA/maintenance brief  
ADB review  
Exterior/interior inspection  
Engine start  
Taxi  
Takeoff  
Climb  
Level at altitude  
FCF checks  
Enroute descent  
Penetration  
Landing  
Post flight  
Debrief QA/maintenance  
Sign off FCF card and required maintenance paperwork

Performance Standard. PUI will demonstrate a thorough knowledge of aircraft performance and systems and a working knowledge of FCF procedures.

Prerequisite. DESIG-6500

FCF-6601      4.0      \*      B,R      D      E      A      1 C-9B

Goal. Per a locally generated syllabus, conduct FCF evaluation with a previously designated FCP.

Requirement. PUI in right seat.

Brief/Discuss

Flight procedures/conduct  
FCF requirements  
FCF procedures

Introduce/Practice

QA/Maintenance brief  
ADB review  
Exterior/interior inspection  
Engine start  
Taxi  
Takeoff  
Climb  
Level at altitude  
FCF checks

Enroute descent  
Penetration  
Landing  
Postflight  
Debrief QA/maintenance  
Sign off FCF card and required maintenance paperwork

Performance Standard. PUI will demonstrate a thorough knowledge of aircraft performance, systems, and FCF procedures.

Prerequisite. FCF-6600

## 2.21 AVIATION CAREER PROGRESSION MODEL (8000)

2.21.1 Purpose. To enhance professional understanding of Marine Aviation and the MAGTF, and to ensure individuals possess the requisite skills to fill battle command and battle staff positions in support of the ACE and the MAGTF in a joint environment. The focus of training in the Aviation Career Progression Model (ACPM) is on academic events in the following areas:

Marine Air Command and Control System (MACCS)  
Aviation Ground Support  
Joint Air Operations  
ACE Battle Staff  
MAGTF  
Seabased Operations  
Combatant Commander Organizations

2.21.1.2 All tactical T/M/S T&R manuals have ACPM training requirements embedded within the progressive training phases, including the flight leadership POI. If not already completed prior to assignment to VMR-1, pilots shall complete ACPM training requirements as outlined per their original T/M/S MOS T&R manual. Refer to NAVMC 3500.14, Aviation T&R Program Manual, as a primary reference for ACPM training requirements.

2.21.2 General. ACPM events may be conducted in group session with an assigned instructor teaching the period of instruction or they may be accomplished by self-paced instruction.

2.21.2.1 MAWTS-1 is responsible for the update and validity of the ACPM periods of instruction. In the future, courses may be consolidated or revised to meet changing requirements. Refer to the MAWTS-1 ACPM link for the current ACPM program of instruction:

<https://www.intranet.tecom.usmc.mil/sites/mawts1/aviation%20career%20progression%20model/forms/allitems.aspx>

## 2.22 T&R ATTAIN AND MAINTAIN SYLLABUS MATRICES

22 Nov 11

## VMR-1 C-9B

## PILOT

## CORE/MISSION/CORE PLUS ATTAIN &amp; MAINTAIN MATRIX

## CORE SKILLS INTRODUCTION (1000 PHASE)

| T&R EVENT INFORMATION  |        |      |        | ATTAIN PROFICIENCY |      |               |      | MAINTAIN PROFICIENCY |      | PREREQUISITES            | CHAINING |
|------------------------|--------|------|--------|--------------------|------|---------------|------|----------------------|------|--------------------------|----------|
| T&R DESCRIPTION        | STAGE  | CODE | RE FLY | BASIC POI          |      | REFRESHER POI |      | MAINTAIN POI         |      |                          |          |
|                        |        |      |        | STAGE              | CODE | STAGE         | CODE | STAGE                | CODE |                          |          |
| Local Course Rules     | ACAD   | 0001 | *      | ACAD               | 0001 | ACAD          | 0001 | ACAD                 |      |                          |          |
| SCF Review and Exam    | ACAD   | 0002 | *      |                    | 0002 |               | 0002 |                      |      |                          |          |
| Start/Taxi/Shutdown    | ACAD   | 0003 | *      |                    | 0003 |               | 0003 |                      |      |                          |          |
| Post-Flight Inspection | ACAD   | 0004 | *      |                    | 0004 |               | 0004 |                      |      |                          |          |
| Per current contract   | SIM    | 1100 | *      | SIM                | 1100 | SIM           |      | SIM                  |      | 0001,0002,0003,0004      |          |
| Per current contract   | SIM    | 1101 | *      |                    | 1101 |               |      |                      |      | 1100                     |          |
| Per current contract   | SIM    | 1102 | *      |                    | 1102 |               |      |                      |      | 1101                     |          |
| Per current contract   | SIM    | 1103 | *      |                    | 1103 |               |      |                      |      | 1102                     |          |
| Per current contract   | SIM    | 1104 | *      |                    | 1104 |               |      |                      |      | 1103                     |          |
| Per current contract   | SIM    | 1105 | *      |                    | 1105 |               |      |                      |      | 1104                     |          |
| Per current contract   | SIM    | 1106 | *      |                    | 1106 |               |      |                      |      | 1105                     |          |
| Per current contract   | SIM    | 1107 | *      |                    | 1107 |               |      |                      |      | 1106                     |          |
| Per current contract   | SIM    | 1108 | *      |                    | 1108 |               |      |                      |      | 1107                     |          |
| Per current contract   | SIM    | 1109 | *      |                    | 1109 |               |      |                      |      | 1108                     |          |
| Per current contract   | SIM    | 1110 | *      |                    | 1110 |               |      |                      |      | 1109                     |          |
| Per current contract   | SIM    | 1111 | *      |                    | 1111 |               |      |                      |      | 1110                     |          |
| Preflight              | FAM    | 1300 | *      | FAM                | 1300 | FAM           |      | FAM                  |      | 0001,0002,0003,0004,1111 |          |
| Into Norm Flight Man   | FAM    | 1301 | *      |                    | 1301 |               |      |                      |      | 1300                     |          |
| Rev Norm Flight Man    | FAM    | 1302 | *      |                    | 1302 |               |      |                      |      | 1301                     |          |
| Intro EPs              | FAM    | 1303 | *      |                    | 1303 |               |      |                      |      | 1302                     |          |
| FAM/Night Maneuvers    | FAM    | 1304 | *      |                    | 1304 |               |      |                      |      | 1303                     |          |
| Right seat duties      | FAM    | 1305 | *      |                    | 1305 |               |      |                      |      | 1304                     |          |
| T3P Review             | T3PREV | 1400 | *      | T3PREV             | 1400 | T3PREV        |      | T3PREV               |      | 1305                     |          |

## CORE SKILLS (2000 PHASE)

| T&R EVENT INFORMATION |        |       |        | ATTAIN PROFICIENCY |        |               |        | MAINTAIN PROFICIENCY |        | PREREQUISITES                             | CHAINING |
|-----------------------|--------|-------|--------|--------------------|--------|---------------|--------|----------------------|--------|---|----------|
| T&R DESCRIPTION       | STAGE  | CODE  | RE FLY | BASIC POI          |        | REFRESHER POI |        | MAINTAIN POI         |        |   |          |
|                       |        |       |        | STAGE              | CODE   | STAGE         | CODE   | STAGE                | CODE   |   |          |
| Per current contract  | RECSIM | S2100 | 365    | RECSIM             | S2100R | RECSIM        | S2100R | RECSIM               | S2100R | 1111                                      |          |
| Per current contract  | RECSIM | S2101 | 365    |                    | S2101R |               | S2101R |                      | S2101R | 2100                                      |          |
| Per current contract  | RECSIM | S2102 | 365    |                    | S2102R |               | S2102R |                      | S2102R | 2101                                      |          |
| T2P Review Flight     | T2PREV | 2200  | 1095   | T2PREV             | 2200R  | T2PREV        | 2200R  | T2PREV               | 2200R  | 6200, 100 hrs in C-9B, 800 hrs total time |          |
| Overland Navigation   | NAV    | 2300  | *      | NAV                | 2300R  | NAV           | 2300R  | NAV                  |        | 6300                                      |          |
| Overwater Navigation  | NAV    | 2301  | 180    |                    | 2301R  |               | 2301R  |                      | 2301R  | 6300                                      |          |
| TAC Review Flight     | TACREV | 2400  | 1095   | TACREV             | 2400R  | TACREV        | 2400R  | TACREV               | 2400R  | 2300, 2301                                | 2200     |

| MISSION SKILLS (3000 PHASE) |       |      |        |                    |      |               |       |                      |       |               |          |
|-----------------------------|-------|------|--------|--------------------|------|---------------|-------|----------------------|-------|---------------|----------|
| T&R EVENT INFORMATION       |       |      |        | ATTAIN PROFICIENCY |      |               |       | MAINTAIN PROFICIENCY |       | PREREQUISITES | CHAINING |
| T&R DESCRIPTION             | STAGE | CODE | RE FLY | BASIC POI          |      | REFRESHER POI |       |                      |       |               |          |
|                             |       |      |        | STAGE              | CODE | STAGE         | CODE  | STAGE                | CODE  |               |          |
| Passenger Mission           | OSA   | 3100 | 180    | OSA                | 3100 | OSA           | 3100R | OSA                  | 3100R | 6300          | 3200     |
| Cargo Mission               | ALS   | 3200 | 180    | ALS                | 3200 | ALS           | 3200R | ALS                  | 3200R | 6300          | 3100     |

## 2.23 T&R SYLLABUS MATRIX

| VMR-1 PILOT T&R MATRIX                               |           |                      |     |   |        |          |      |        |           |           |          |          |           |          |                     |           |          |            |
|--|-----------|----------------------|-----|---|--------|----------|------|--------|-----------|-----------|----------|----------|-----------|----------|---------------------|-----------|----------|------------|
| STAGE  | TRNG CODE | T&R DESCRIPTION      | POI | E | DEVICE | # OF A/C | CON  | RE FLY | # OF ACAD | ACAD TIME | # OF SIM | SIM TIME | # OF FLTS | FLT TIME | PREREQUISITE        | NOTES     | CHAINING | EVENT CONV |
| CORE SKILL INTRODUCTION TRAINING (1000 PHASE EVENTS) |           |                      |     |   |        |          |      |        |           |           |          |          |           |          |                     |           |          |            |
| ACADEMICS (ACAD)                                     |           |                      |     |   |        |          |      |        |           |           |          |          |           |          |                     |           |          |            |
| ACAD   | 0001      | Local Course Rules   | B,R |   |        |          |      | *      |           | 2.0       |          |          |           |          |                     |           |          |            |
| ACAD   | 0002      | GOP Review and Exam  | B,R |   |        |          |      | *      |           | 2.0       |          |          |           |          |                     |           |          |            |
| ACAD   | 0003      | Start/Taxi/Shutdown  | B,R |   |        |          |      | *      |           | 2.0       |          |          |           |          |                     |           |          |            |
| ACAD   | 0004      | Post-Flight Insp     | B,R |   |        |          |      | *      |           | 2.0       |          |          |           |          |                     |           |          |            |
| SIMULATOR (SIM)                                      |           |                      |     |   |        |          |      |        |           |           |          |          |           |          |                     |           |          |            |
| SIM  | 1100      | Per current contract | B   |   | S      |          | (N*) | *      |           |           |          | 4.0      |           |          | 0001,0002,0003,0004 | No Motion |          | 105        |
| SIM  | 1101      | Per current contract | B   |   | S      |          | (N*) | *      |           |           |          | 4.0      |           |          | 1100                | No Motion |          | 106        |
| SIM  | 1102      | Per current contract | B   |   | S      |          | (N*) | *      |           |           |          | 4.0      |           |          | 1101                | No Motion |          | 107        |
| SIM  | 1103      | Per current contract | B   |   | S      |          | (N*) | *      |           |           |          | 4.0      |           |          | 1102                | No Motion |          | 108        |
| SIM  | 1104      | Per current contract | B   |   | S      |          | (N*) | *      |           |           |          | 4.0      |           |          | 1103                |           |          | 109        |
| SIM  | 1105      | Per current contract | B   |   | S      |          | (N*) | *      |           |           |          | 4.0      |           |          | 1104                |           |          | 110        |
| SIM  | 1106      | Per current contract | B   |   | S      |          | (N*) | *      |           |           |          | 4.0      |           |          | 1105                |           |          | 111        |
| SIM  | 1107      | Per current contract | B   |   | S      |          | (N*) | *      |           |           |          | 4.0      |           |          | 1106                |           |          | 112        |
| SIM  | 1108      | Per current contract | B   |   | S      |          | (N*) | *      |           |           |          | 4.0      |           |          | 1107                |           |          | 113        |
| SIM  | 1109      | Per current contract | B   |   | S      |          | (N*) | *      |           |           |          | 4.0      |           |          | 1108                |           |          | 114        |
| SIM  | 1110      | Per current contract | B   |   | S      |          | (N*) | *      |           |           |          | 4.0      |           |          | 1109                |           |          | 115        |
| SIM  | 1111      | Per current contract | B   |   | S      |          | (N*) | *      |           |           |          | 4.0      |           |          | 1110                |           |          | 116        |
| TOTAL SIM STAGE                                      |           |                      |     |   |        |          |      |        | 0         | 0.0       | 12       | 48.0     | 0         | 0.0      |                     |           |          |            |
| FAMILIARIZATION (FAM)                                |           |                      |     |   |        |          |      |        |           |           |          |          |           |          |                     |           |          |            |

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| VMR-1 PILOT T&R MATRIX                           |           |                       |       |   |        |          |      |        |           |           |          |          |           |          |  |       |          |            |
|--|-----------|-----------------------|-------|---|--------|----------|------|--------|-----------|-----------|----------|----------|-----------|----------|--|-------|----------|------------|
| STAGE  | TRNG CODE | T&R DESCRIPTION       | POI   | E | DEVICE | # OF A/C | CON  | RE FLY | # OF ACAD | ACAD TIME | # OF SIM | SIM TIME | # OF FLTS | FLT TIME | PREREQUISITE                                   | NOTES | CHAINING | EVENT CONV |
| FAM  | 1300      | Preflight             | B     |   | A      | 1        | D    | *      |           |           |          |          |           | 3.0      | 0001,0002,0003,0004,1111                       |       |          | 130        |
| FAM  | 1301      | Into flight maneuvers | B     |   | A      | 1        | D    | *      |           |           |          |          |           | 3.0      | 1300   |       |          | 131        |
| FAM  | 1302      | Rev flight maneuvers  | B     |   | A      | 1        | D    | *      |           |           |          |          |           | 3.0      | 1301   |       |          | 132        |
| FAM  | 1303      | Intro EPs             | B     |   | A      | 1        | D    | *      |           |           |          |          |           | 3.0      | 1302   |       |          | 133        |
| FAM  | 1304      | FAM/Night Maneuvers   | B     |   | A      | 1        | N*   | *      |           |           |          |          |           | 3.0      | 1303   |       |          | 134        |
| FAM  | 1305      | Right Seat duties     | B     |   | A      | 1        | D    | *      |           |           |          |          |           | 3.0      | 1303   |       |          | 140        |
| TOTAL FAM STAGE                                  |           |                       |       |   |        |          |      |        | 0         | 0.0       | 0        | 0.0      | 6         | 18.0     |  |       |          |            |
| T3P REVIEW (T3PREV)                              |           |                       |       |   |        |          |      |        |           |           |          |          |           |          |  |       |          |            |
| T3PREV   | 1400      | T3P Review            | B     |   | A      | 1        | D    | *      |           |           |          |          |           | 3.0      | 1305   |       |          | 141        |
| TOTAL T3P STAGE                                  |           |                       |       |   |        |          |      |        | 0         | 0.0       | 0        | 0.0      | 1         | 3.0      |  |       |          |            |
| TOTAL CORE SKILL INTRODUCTION PHASE (1000 PHASE) |           |                       |       |   |        |          |      |        | 4         | 8.0       | 12       | 48.0     | 7         | 21.0     |  |       |          |            |
| CORE SKILL TRAINING (2000 PHASE EVENTS)          |           |                       |       |   |        |          |      |        |           |           |          |          |           |          |  |       |          |            |
| RECURRENT SIMULATORS (RECSIM)                    |           |                       |       |   |        |          |      |        |           |           |          |          |           |          |  |       |          |            |
| RECSIM   | 2100      | Per current contract  | B,R,M |   | S      |          | (N*) | 365    |           |           |          | 4.0      |           |          | 1111   |       |          | 117        |
| RECSIM   | 2101      | Per current contract  | B,R,M |   | S      |          | (N*) | 365    |           |           |          | 4.0      |           |          | 2100   |       |          | 118        |
| RECSIM   | 2102      | Per current contract  | B,R,M |   | S      |          | (N*) | 365    |           |           |          | 4.0      |           |          | 2101   |       |          | 119        |
| TOTAL RECSIM STAGE                               |           |                       |       |   |        |          |      |        |           |           | 3        | 12.0     |           |          |  |       |          |            |
| T2P REVIEW (T2PREV)                              |           |                       |       |   |        |          |      |        |           |           |          |          |           |          |  |       |          |            |
| T2PREV   | 2200      | T2P Review Flight     | B,R,M |   | A      | 1        | D    | 1095   |           |           |          |          |           | 3.0      | 6300, 100 hrs in C-9B,<br>800 hrs. total time. |       |          | 200        |
| TOTAL T2PREV STAGE                               |           |                       |       |   |        |          |      |        | 0         | 0.0       | 0        | 0.0      | 1         | 3.0      |  |       |          |            |
| NAVIGATION (NAV)                                 |           |                       |       |   |        |          |      |        |           |           |          |          |           |          |  |       |          |            |
| NAV  | 2300      | Overland Nav          | B,R   |   | A      | 1        | (N*) | *      |           |           |          |          |           | 5.0      | 6300   |       |          | 300        |
| NAV  | 2301      | Overwater Nav         | B,R,M |   | A      | 1        | (N*) | 180    |           |           |          |          |           | 5.0      | 6300   |       |          | 310        |
| TOTAL NAV STAGE                                  |           |                       |       |   |        |          |      |        | 0         | 0.0       | 0        | 0.0      | 2         | 10.0     |  |       |          |            |
| TAC REVIEW (TACREV)                              |           |                       |       |   |        |          |      |        |           |           |          |          |           |          |  |       |          |            |
| TACREV   | 2400      | TAC Review Flight     | B,R,M |   | A      | 1        | (N*) | 1095   |           |           |          |          |           | 3.0      | 2000 Phase Complete                            |       | 2200     | 320        |
| TOTAL TACREV STAGE                               |           |                       |       |   |        |          |      |        | 0         | 0.0       | 0        | 0.0      | 1         | 3.0      |  |       |          |            |
| TOTAL CORE SKILL PHASE (2000 PHASE)              |           |                       |       |   |        |          |      |        | 0         | 0.0       | 3        | 12.0     | 4         | 16.0     |  |       |          |            |
| MISSION SKILL TRAINING (3000 PHASE)              |           |                       |       |   |        |          |      |        |           |           |          |          |           |          |  |       |          |            |
| OPERATIONAL SUPPORT AIRLIFT (OSA)                |           |                       |       |   |        |          |      |        |           |           |          |          |           |          |  |       |          |            |
| OSA  | 3100      | Passenger Mission     | B,R,M |   | A      | 1        | (N*) | 180    |           |           |          |          |           | 3.0      | 6300   |       | 3200     |            |
| TOTAL OSA STAGE                                  |           |                       |       |   |        |          |      |        | 0         | 0.0       | 0        | 0.0      | 1         | 3.0      |  |       |          |            |
| AIR LOGISTICS SUPPORT (ALS)                      |           |                       |       |   |        |          |      |        |           |           |          |          |           |          |  |       |          |            |
| ALS  | 3200      | Cargo Mission         | B,R,M |   | A      | 1        | (N*) | 180    |           |           |          |          |           | 3.0      | 6300   |       | 3100     |            |
| TOTAL ALS STAGE                                  |           |                       |       |   |        |          |      |        | 0         | 0.0       | 0        | 0.0      | 1         | 3.0      |  |       |          |            |



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## VMR-1 PILOT T&amp;R MATRIX

| STAGE  | TRNG<br>CODE | T&R DESCRIPTION              | POI   | E | DEVICE | # OF A/C | CON  | RE<br>FLY | # OF ACAD | ACAD<br>TIME | # OF SIM | SIM<br>TIME | # OF FLT | FLT<br>TIME | PREREQUISITE   | NOTES | CHAINING  | EVENT<br>CONV |
|--|--------------|------------------------------|-------|---|--------|----------|------|-----------|-----------|--------------|----------|-------------|----------|-------------|----------------|-------|-----------|---------------|
| TOTAL MISSION SKILL PHASE (3000 PHASE)                           |              |                              |       |   |        |          |      |           | 0         | 0.0          | 0        | 0.0         | 2        | 6.0         |                |       |           |               |
| TOTAL 1000, 2000, & 3000 PHASE                                   |              |                              |       |   |        |          |      |           | 0         | 0.0          | 15       | 60.0        | 13       | 43.0        |                |       |           |               |
| INSTRUCTOR TRAINING (5000 PHASE EVENTS)                          |              |                              |       |   |        |          |      |           |           |              |          |             |          |             |                |       |           |               |
| INSTRUCTOR UNDER TRAINING (IUT)                                  |              |                              |       |   |        |          |      |           |           |              |          |             |          |             |                |       |           |               |
| IUT  | 5100         | Instructor Intro             | B     | E | A      | 1        | (N*) | *         |           |              |          |             |          | 3.0         | 6500           |       |           | 500           |
| IUT  | 5101         | Instructor Eval              | B,R   | E | A      | 1        | (N*) | *         |           |              |          |             |          | 3.0         | 5100           |       |           | 501           |
| TOTAL IUT STAGE  |              |                              |       |   |        |          |      |           | 0         | 0.0          | 0        | 0.0         | 2        | 6.0         |                |       |           |               |
| INSTRUCTOR TRAINING (5000 PHASE EVENTS) TOTAL                    |              |                              |       |   |        |          |      |           | 0         | 0.0          | 0        | 0.0         | 2        | 6.0         |                |       |           |               |
| REQUIREMENT, QUALIFICATIONS, AND DESIGNATIONS (RQD) (6000 PHASE) |              |                              |       |   |        |          |      |           |           |              |          |             |          |             |                |       |           |               |
| RQD ACADEMICS (ACAD)   |              |                              |       |   |        |          |      |           |           |              |          |             |          |             |                |       |           |               |
| ACAD   | 6000         | NATOPS Open Exam             | B,R,M | E |        |          |      |           | 365       | 4.0          |          |             |          |             |                |       |           |               |
| ACAD   | 6001         | NATOPS Closed Exam           | B,R,M | E |        |          |      |           | 365       | 1.5          |          |             |          |             | 6000           |       |           |               |
| ACAD   | 6002         | NATOPS Oral Exam             | B,R,M | E |        |          |      |           | 365       | 2.0          |          |             |          |             | 6000,6001      |       |           |               |
| ACAD   | 6003         | Instrument Ground School     | B,R,M | E |        |          |      |           | 365       | 8.0          |          |             |          |             |                |       |           |               |
| ACAD   | 6004         | Instrument Exam              | B,R,M | E |        |          |      |           | 365       | 2.0          |          |             |          |             | 6003           |       |           |               |
| ACAD   | 6005         | CRM Ground Class             | B,R,M | E |        |          |      |           | 365       | 2.0          |          |             |          |             |                |       |           |               |
| ACAD   | 6006         | Monthly EP Exam              | B,R,M | E |        |          |      |           | 30        | 1.0          |          |             |          |             |                |       |           |               |
| TOTAL ACAD STAGE   |              |                              |       |   |        |          |      |           | 7         | 20.5         | 0        | 0.0         | 0        | 0.0         |                |       |           |               |
| NATOPS   |              |                              |       |   |        |          |      |           |           |              |          |             |          |             |                |       |           |               |
| NTPS   | 6100         | NATOPS Evaluation            | B,R,M | E | A/S    | 1        | (N*) | 365       |           |              |          |             |          | 1.5         | 6000,6001,6002 |       | 2400,2200 | 500           |
| NTPS   | 6101         | CRM Flight Evaluation        | B,R,M | E | A/S    | 1        | (N*) | 365       |           |              |          |             |          | 1.5         | 6005           |       |           |               |
| NTPS   | 6102         | Emergency Procedures Review  | B,R,M | E | A/S    | 1        | (N*) | 90        |           |              |          |             |          | 1.0         |                |       |           |               |
| NATOPS TOTAL   |              |                              |       |   |        |          |      |           | 0         | 0.0          | 0        | 0.0         | 3        | 4.0         |                |       |           |               |
| INSTRUMENT (INST)  |              |                              |       |   |        |          |      |           |           |              |          |             |          |             |                |       |           |               |
| INST   | 6200         | Stan Instrument Eval         | B,R,M | E | S/A    | 1        | (N*) | 365       |           |              |          | 3.0         |          |             | 6003,6004      |       | 6101      | 601           |
| INST   | 6201         | Spec Instrument Eval         | B,R,M | E | S/A    | 1        | (N*) | 365       |           |              |          | 3.0         |          |             | 6003,6004      |       | 6101,6200 |               |
| TOTAL INST STAGE   |              |                              |       |   |        |          |      |           | 0         | 0.0          | 2        | 6.0         | 0        | 0.0         |                |       |           |               |
| T3P, T2P, TAC DESIGNATIONS (DESG)                                |              |                              |       |   |        |          |      |           |           |              |          |             |          |             |                |       |           |               |
| DESG   | 6300         | T3P Designation Check Flight | B     | E | A      | 1        | (N*) | *         |           |              |          |             |          | 3.0         |                |       |           | 190           |

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## VMR-1 PILOT T&amp;R MATRIX

| VMR-1 PILOT T&R MATRIX                     |              |                                 |     |   |        |          |      |           |           |              |          |             |           |             |              |       |          |               |
|--|--------------|---------------------------------|-----|---|--------|----------|------|-----------|-----------|--------------|----------|-------------|-----------|-------------|--------------|-------|----------|---------------|
| STAGE                                      | TRNG<br>CODE | T&R DESCRIPTION                 | POI | E | DEVICE | # OF A/C | CON  | RE<br>FLY | # OF ACAD | ACAD<br>TIME | # OF SIM | SIM<br>TIME | # OF FLTS | FLT<br>TIME | PREREQUISITE | NOTES | CHAINING | EVENT<br>CONV |
| DESG                                       | 6400         | T2P Designation Check<br>Flight | B,R | E | A      | 1        | (N*) | *         |           |              |          |             |           | 3.0         |              |       |          | 290           |
| DESG                                       | 6500         | TAC Designation Check<br>Flight | B,R | E | A      | 1        | (N*) | *         |           |              |          |             |           | 3.0         |              |       |          | 390           |
| TOTAL DESG STAGE                           |              |                                 |     |   |        |          |      |           | 0         | 0.0          | 0        | 0.0         | 3         | 9.0         |              |       |          |               |
| FUNCTIONAL CHECK FLIGHT (FCF)              |              |                                 |     |   |        |          |      |           |           |              |          |             |           |             |              |       |          |               |
| FCF  | 6600         | FCF Training                    | B,R | E | A      | 1        | D    | *         |           |              |          |             |           | 4.0         | 5100         |       |          | 602           |
| FCF  | 6601         | FCF Evaluation                  | B,R | E | A      | 1        | D    | *         |           |              |          |             |           | 4.0         | 6600         |       |          | 603           |
| TOTAL FCF STAGE                            |              |                                 |     |   |        |          |      |           | 0         | 0.0          | 0        | 0.0         | 2         | 8.0         |              |       |          |               |
| RQD TOTAL (6000 PHASE)                     |              |                                 |     |   |        |          |      |           | 7         | 20.5         | 2        | 6.0         | 8         | 21.0        |              |       |          |               |
| TOTAL 5000,6000 STAGES                     |              |                                 |     |   |        |          |      |           | 7         | 20.5         | 2        | 6.0         | 10        | 27.0        |              |       |          |               |
| TOTAL 1000,2000,3000,4000,5000,6000 STAGES |              |                                 |     |   |        |          |      |           | 11        | 28.5         | 17       | 66.0        | 23        | 70.0        |              |       |          |               |

2.24 PILOT AND COPILOT CURRENCY MATRIX

| TAC CURRENCY  | REQUIREMENT TO REGAIN CURRENCY   |
|---|--|
| OVER 30 DAYS SINCE LAST FLIGHT AS TAC OR COPILOT    | FLY ONE FLIGHT (TRAINER OR MISSION) AS A COPILOT PRIOR TO FLYING AS A TAC      |
| OVER 60 DAYS SINCE LAST FLIGHT AS TAC OR COPILOT    | FLY ONE TRAINER AS A COPILOT WITH A TAC PRIOR TO FLYING AS A TAC               |
| OVER 90 DAYS SINCE LAST FLIGHT AS TAC OR COPILOT    | FLY ONE TRAINER AS A COPILOT WITH A TAC AND A NATOPS CHECK WITH AN IP          |
| OVER 180 DAYS SINCE LAST FLIGHT AS TAC OR COPILOT   | COMPLETE THE REFRESH SYLLABUS PER PARAGRAPH 102                                |
| OVER 24 MONTHS SINCE LAST FLIGHT AS TAC OR COPILOT* | FLY THE ENTIRE C-9B SYLLABUS BEGINNING WITH THE CORE SKILL INTRODUCTION PHASE* |
| COPILOT CURRENCY                                    | REQUIREMENT TO REGAIN CURRENCY   |
| OVER 60 DAYS SINCE LAST FLIGHT                      | FLY ONE TRAINER WITH A TAC   |
| OVER 90 DAYS SINCE LAST FLIGHT                      | FLY ONE TRAINER WITH AN IP AND A NATOPS CHECK WITH AN IP                       |
| OVER 180 DAYS SINCE LAST FLIGHT                     | COMPLETE THE REFRESH SYLLABUS PER PARAGRAPH 102                                |
| OVER 24 MONTHS SINCE LAST FLIGHT                    | FLY THE ENTIRE C-9B SYLLABUS BEGINNING WITH THE CORE SKILL INTRODUCTION PHASE  |



CHAPTER 3  
CREW CHIEF

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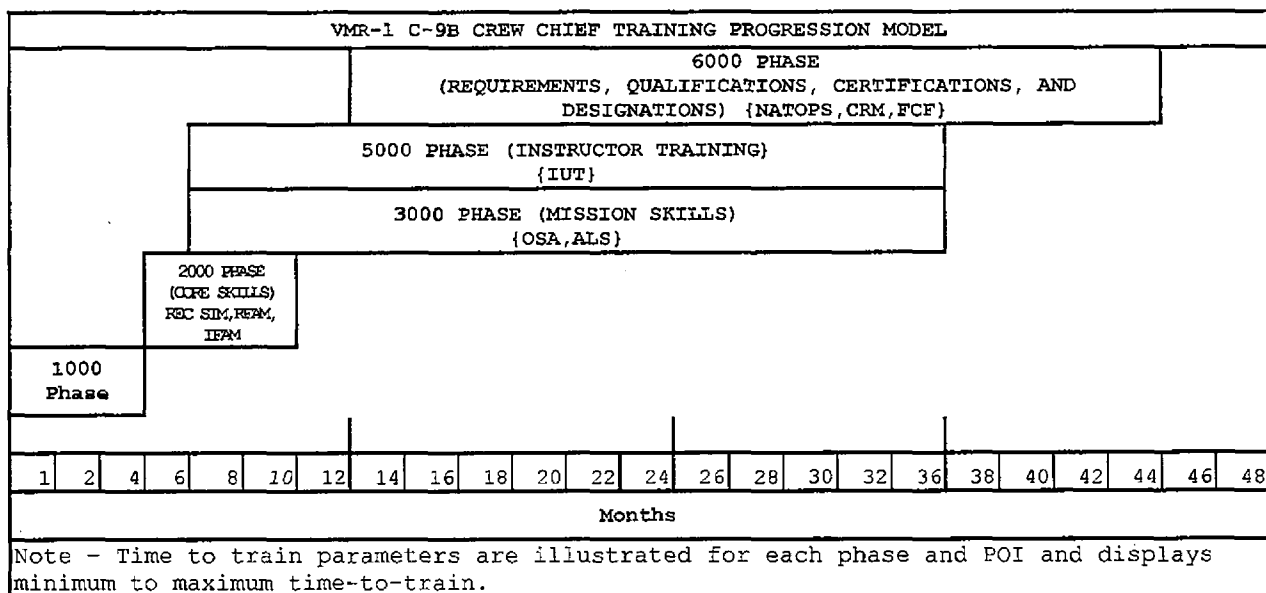
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Enclosure (1)

3-2

3.0 INDIVIDUAL TRAINING AND READINESS REQUIREMENTS. This T&R syllabus is based on specific goals and performance standards designed to ensure individual proficiency in Core, Mission, and Core Plus Skills. The goal of this chapter is to develop individual and unit war fighting capabilities.

3.1 TRAINING PROGRESSION MODEL. This model represents the recommended training progression for the average C-9B Crew Chief. Units should use the model as a guide to generate individual training plans.



### 3.2 ABBREVIATIONS

| VMR-1 C-9B CREW CHIEF                        |                               |
|--|-------------------------------|
| CORE/MISSION/CORE PLUS SKILL ABBREVIATIONS   |                               |
| CORE SKILLS (2000 Phase)                     |                               |
| FAM  | Familiarization               |
| REC SIM                                      | Recurrent Simulators          |
| RFAM   | Review Familiarization        |
| IFAM   | International Familiarization |
| MISSION SKILLS (3000 Phase)                  |                               |
| OSA  | Operational Airlift Support   |
| ALS  | Air Logistics Support         |
| INSTRUCTOR (5000 Phase)                      |                               |
| CCI  | Crew Chief Instructor         |
| CCE  | Crew Chief NATOPS Evaluator   |
| QUALIFICATIONS AND DESIGNATIONS (6000 Phase) |                               |
| ACAD   | Academics                     |
| NTPS   | NATOPS                        |
| EP   | Emergency Procedures          |
| DESG   | Designation                   |

### 3.3 DEFINITIONS

| TERM                                 | DEFINITION  |
|--------------------------------------|---|
| Core Model                           | The Core Model is the basic foundation or standardized format by which all T&Rs are constructed. The Core Model provides the capability of quantifying both unit and individual training requirements and measuring readiness. This is accomplished by linking community Mission Statements, Mission Essential Task Lists, Output Standards, Core Skill Proficiency Requirements and Combat Leadership Matrices |
| Core Skill                           | Fundamental, environmental, or conditional capabilities required to perform basic functions. These basic functions serve as tactical enablers that allow crews to progress to the more complex Mission Skills. Primarily 2000 Phase events but may be introduced in the 1000 Phase.   |
| Mission Skill                        | Mission Skills enable a unit to execute a specific MET. They are comprised of advanced event(s) that are focused on MET performance and draw upon the knowledge, aeronautical abilities, and situational awareness developed during Core Skill training. 3000 Phase events.   |
| Core Plus Skill                      | Training events that can be theater specific or that have a low likelihood of occurrence. They may be fundamental, environmental, or conditional capabilities required to perform basic functions. 4000 Phase events.   |
| Core Plus Mission                    | Training events that can be theater specific or that have a low likelihood of occurrence. They are comprised of advanced event(s) that are focused on Core Plus MET performance and draw upon the knowledge, aeronautical abilities, and situational awareness. 4000 Phase events.  |
| Core Skill Proficiency (CSP)         | CSP is a measure of training completion for 2000 Phase events. CSP is attained by executing all events listed in the Attain Table for each Core Skill. The individual must be simultaneously proficient in all events within that Core Skill to attain CSP.   |
| Mission Skill Proficiency (MSP)      | MSP is a measure of training completion for 3000 Phase events. MSP is attained by executing all events listed in the Attain Table for each Mission Skill. The individual must be simultaneously proficient in all events within that Mission Skill to attain MSP. MSP is directly related to Training Readiness.  |
| Core Plus Skill Proficiency (CPSP)   | CPSP is a measure of training completion for 4000 Phase "Skill" events. CPSP is attained by executing all events listed in the Attain Table for each Core Plus Skill. The individual must be simultaneously proficient in all events within that Core Plus Skill to attain CPSP   |
| Core Plus Mission Proficiency (CPMP) | CPMP is a measure of training completion for 4000 Phase "Mission" events. CPMP is attained by executing all events listed in the Attain Table for each Core Plus Mission. The individual must be simultaneously proficient in all events within that Core Plus Mission to attain CPMP   |

### 3.4 INDIVIDUAL CORE/MISSION/CORE PLUS SKILL PROFICIENCY REQUIREMENTS

3.4.1 Management of individual CSP/MSP/CPSP/CPMP serves as the foundation for developing proficiency requirements in DRRS.

3.4.2 Individual CSP is a "Yes/No" status assigned to an individual by Core Skill. When an individual attains and maintains CSP in a Core Skill, the individual counts towards CMMR Unit CSP requirements for that Core Skill.

3.4.3 Proficiency is attained by individual Core/Mission/Core Plus Skill and the training events to be executed within that skill set are determined by POI assignment (Basic, Transition, Conversion, Series Conversion, or Refresher).

3.4.4 Once proficiency has been attained by Core/Mission/Core Plus Skill (by any POI assignment) then the individual maintains proficiency by executing those events within the maintain column. An individual maintains proficiency by individual Core/Mission/Core Plus Skill.

**\*Note\***

Individuals may be attaining proficiency in some Core/Mission/Core Plus Skills



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while maintaining proficiency in other Core/Mission/Core Plus Skills.

3.4.5 Once proficiency has been attained, should one lose proficiency in an event in the maintain column, proficiency can be attained by demonstrating proficiency in the event which was delinquent. Should an individual lose proficiency in all events in the maintain column by Core/Mission/Core Plus Skill, the individual will be assigned to the refresher POI for that Core/Mission/Core Plus Skill. To regain proficiency for that Core/Mission/Core Plus Skill the individual must demonstrate proficiency in all R-coded events for that Core/Mission/Core Plus Skill.

| VMR-1 C-9B CREW CHIEF  |        |               |                      |              |        |
|--|--------|---------------|----------------------|--------------|--------|
| ATTAIN AND MAINTAIN CORE/MISSION/CORE PLUS PROFICIENCY MATRIX BY POI |        |               |                      |              |        |
| CORE SKILL (2000 Phase)  |        |               |                      |              |        |
| ATTAIN PROFICIENCY   |        |               | MAINTAIN PROFICIENCY |              |        |
| BASIC POI  |        | REFRESHER POI |                      | MAINTAIN POI |        |
| RECSIM   | S2100R | RECSIM        | S2100R               | RECSIM       | S2100R |
|  | S2101R |               | S2101R               |              | S2101R |
|  | S2102R |               | S2102R               |              | S2102R |
| RFAM   | 2200   | RFAM          |                      | RFAM         |        |
|  | 2201   |               |                      |              |        |
|  | 2202   |               |                      |              |        |
|  | 2203   |               |                      |              |        |
|  | 2204R  |               | 2204R                |              |        |
|  | 2205R  |               | 2205R                |              | 2205R  |
| IFAM   | 2301   | IFAM          | 2301R                | IFAM         | 2301R  |
| MISSION SKILL (3000 Phase)   |        |               |                      |              |        |
| ATTAIN PROFICIENCY   |        |               | MAINTAIN PROFICIENCY |              |        |
| BASIC POI  |        | REFRESHER POI |                      | MAINTAIN POI |        |
| OSA  | 3100R  | OSA           | 3100R                | OSA          | 3100R  |
| ALS  | 3200R  | ALS           | 3200R                | ALS          | 3200R  |
| S prefix and blue font = flown in simulator                          |        |               |                      |              |        |
| R suffix and Grey highlight = R-coded "Refresher" event              |        |               |                      |              |        |

3.5 CERTIFICATION, QUALIFICATION AND DESIGNATION TABLES. The tables below delineate T&R events required to be completed to attain proficiency, initial qualifications and designations. In addition to event requirements, all required stage lectures, briefs, squadron training, prerequisites, and other criteria shall be completed prior to completing final events. Certification, qualification and designation letters signed by the Commanding Officer shall be placed in individual NATOPS jackets. Loss of proficiency in all qualification events causes the associated qualification to be lost. Regaining a qualification requires completing all R-coded syllabus events associated with that qualification.

### 3.5.1 INSTRUCTOR DESIGNATIONS

| VMR-1 C-9B CREW CHIEF                      |                        |
|--|------------------------|
| INSTRUCTOR DESIGNATIONS (5000 Phase)       |                        |
| INSTRUCTOR DESIGNATION                     | EVENTS                 |
| CC ASSISTANT NATOPS INSTRUCTOR (CC NI/ANI) | 6200, 5100, 5101       |
| CC NATOPS EVALUATOR/INSTRUCTOR (CC NE)     | 6200, 5100, 5101, 5102 |

### 3.5.2 REQUIREMENTS, CERTIFICATIONS, QUALIFICATIONS, AND DESIGNATIONS

3.5.2.1 The tables below delineate T&R events required to be completed to attain initial qualifications and designations. All stage lectures, briefs, squadron training, prerequisites, and open and closed book NATOPS exams shall

be complete and graded prior to completing evaluation flights. Qualification and designation letters signed by the Commanding Officer shall be placed in individual NATOPS jackets.

| VMR-1 C-9B CREW CHIEF<br>REQUIREMENTS, CERTIFICATIONS, QUALIFICATIONS, AND DESIGNATIONS (R,C,Q,& D) [6000 Phase] |                        |
|--|------------------------|
| R,C,Q,& D  | EVENTS                 |
| QUALIFICATIONS   |                        |
| NATOPS   | 6000, 6001, 6002, 6100 |
| CRM  | 6005, 6101             |
| DESIGNATIONS   |                        |
| CC   | 6200                   |

3.6 VMR-1 C-9B CREW CHIEF PROGRAMS OF INSTRUCTION (POI). These tables reflect average time-to-train versus the minimum to maximum time-to-train parameters in the Training Progression Model.

3.6.1 Basic POI. A Basic Crew Chief shall be defined as a C-9B Crew Chief who obtains all Crew Chief training aboard the C-9B. Prior to commencing this POI, an individual shall be designated as a C-9B 2<sup>nd</sup> Loadmaster (2LM), should have flown 50 hours as a 2LM, and shall be recommended by the Squadron Standardization Board and approved by the Squadron CO. All decisions as to POI eligibility rest with the Commanding Officer.

| VMR-1 C-9B CREW CHIEF<br>Basic POI                        |                                      |        |
|---|--------------------------------------|--------|
| Weeks   | Phase of Instruction                 | Unit   |
| 1   | Water survival/flight physiology*    | NAWSTP |
| 2-6   | C-9B 2LM syllabus                    | VMR-1  |
| As Required   | Ground training                      | VMR-1  |
| 7-23  | Core Skill Introduction (1000 Phase) | VMR-1  |
| 24-48   | Core Skill (2000 Phase)              | VMR-1  |
| 24-48   | Mission Skill (3000 Phase)           | VMR-1  |
| * Required only if NAWSTP swim qualification has expired. |                                      |        |

3.6.2 Refresher POI. The CCUI must have flown in the capacity as a C-9B Crew Chief during the previous two years in order to be eligible for this Refresher POI. The CCUI shall have been recommended by the Squadron Standardization Board and approved by the Commanding Officer prior to commencing this Refresher POI. All decisions as to POI eligibility rest with the Commanding Officer.

| VMR-1 C-9B CREW CHIEF<br>Refresher POI                   |                                    |        |
|--|------------------------------------|--------|
| Weeks  | Phase of Instruction               | Unit   |
| 1  | Water survival/flight physiology * | NAWSTP |
| 2-3  | Core Introduction (1000 Phase)     | VMR-1  |
| 4  | Core Skill (2000 Phase)            | VMR-1  |
| 4  | Mission Skill (3000 Phase)         | VMR-1  |
| • Required only if NAWSTP swim qualification is expired. |                                    |        |

3.6.3 POI FOR INSTRUCTOR CREW CHIEF UNDER TRAINING (CCIUT). The CCIUT shall have been recommended by the Squadron Standardization Board and approved by the Commanding Officer prior to commencing this POI. All decisions as to POI eligibility rest with the Commanding Officer.

| VMR-1 C-9B CREW CHIEF<br>Instructor POI |                              |       |
|---|------------------------------|-------|
| Weeks                                   | Phase of Instruction         | Unit  |
| 1-2                                     | CC Instructor Training       | VMR-1 |
| As Required                             | CC NATOPS Evaluator Training | VMR-1 |

### 3.7 SYLLABUS NOTES

#### 3.7.1 Environmental Conditions Matrix

| Environmental Conditions   |   |
|--|---|
| Code   | Meaning   |
| D  | Shall be flown during hours of daylight: (by exception - there is no use of a symbol)           |
| N*   | Shall be flown during hours of darkness must be flown unaided                                   |
| (N*)   | May be flown during hours of darkness - If flown during hours of darkness must be flown unaided |
| Note - If the event is to be flown in the simulator the Simulator Instructor shall set the desired environmental conditions for the event. |   |

#### 3.7.2 Device Matrix

| DEVICE (Aviation Flying)   |  |
|--|--|
| Symbol   | Meaning                                      |
| A  | Flown in aircraft                            |
| A/S  | Aircraft preferred may be flown in Simulator |
| S  | Flown in simulator                           |
| S/A  | Simulator preferred may be flown in aircraft |
| CBT  | Computer Based Training                      |
| Note - If the event is to be flown in the simulator the Simulator Instructor shall set the desired environmental conditions for the event. |  |

#### 3.7.3 Program of Instruction Matrix

| PROGRAM OF INSTRUCTION MATRIX |        |                                |  |
|-------------------------------|--------|--------------------------------|--|
| Program of Instruction (POI)  | Symbol | Aviation Flying                | Aviation Ground  |
| Basic                         | B      | Initial MOS/skill training     | Initial MOS training                                     |
| Refresher                     | R      | DIFDEN to DIFOPS in same T/M/S | Return to community from non (MOS/Skill) associated tour |

#### 3.7.4 Event Terms

| EVENT TERMS |  |
|-------------|--|
| TERM        | DESCRIPTION  |
| Discuss     | An explanation of systems, procedures, or maneuvers during the brief, in flight, or post flight. Student is responsible for knowledge of procedures.   |
| Demonstrate | The description and performance of a particular maneuver/event by the instructor, observed by the CCUI/student. The CCUI/student is responsible for knowledge of the procedures prior to the demonstration of a required maneuver/student.                               |
| Introduce   | The instructor may demonstrate a procedure or maneuver to a student, or may coach the CCUI through the maneuver without demonstration. The CCUI performs the procedures or maneuver with coaching as necessary. The CCUI is responsible for knowledge of the procedures. |
| Practice    | The performance of a maneuver or procedure by the CCUI/student that may have been previously introduced in order to attain a specified level of performance.   |
| Review      | Demonstrated proficiency of a maneuver by the CCUI/student.  |
| Evaluate    | Any flight designed to evaluate aircrew standardization that does not fit another category such as SARCK, HACCK, T2PCK, etc.   |
| E-Coded     | This term means that documentation (ATF) is required each time the event is logged. Requires evaluation by a certified standardization instructor (NATOPS I, WTI, INST Evaluator etc.)   |

3.8 CORE SKILL INTRODUCTION FRS ACADEMIC PHASE (0000 Phase). There are no 0000 Phase events in the C-9B T&R manual. However, the squadron training listed below is required.

3.8.1 The following ground training is intended for Basic Crew Chief students during initial qualification. Refresher Crew Chiefs are exempt from

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these ground training events. The Crew Chief student is required to have been previously designated as a 2LM on the C-9B aircraft prior to assignment to the Crew Chief syllabus. However, the ground training described below may be conducted concurrently with the 2LM syllabus. This ground training should be complete prior to commencing DESG-6200.

### 3.8.1.1 Professional School Training

#### Activity

Power plants and Airframes School  
APU Triumph/Raytheon\*

#### Location

Fort Worth JRB  
Fort Worth JRB/Phoenix, AZ

### 3.8.1.2 Squadron Ground Training

General aircraft description  
Required support equipment  
Review of C-9B phase inspection  
JT-8D engine low power turn qualification  
C-9B Plane Captain qualification  
C-9B APU qualification  
C-9B tow qualification  
C-9B tire/wheel qualification  
LOX qualification  
Aircraft emergency systems review  
Personal flying equipment requirements review

3.9 CORE SKILL INTRODUCTION PHASE (1000). The Core Skill Introduction Phase is designed to familiarize the CCUI with C-9B ground servicing, normal procedures, CRM, systems operation and limitations, and emergency procedures.

### 3.10 CORE SKILL INTRODUCTION STAGES (1000)

| PARAGRAPH | STAGE                    |
|-----------|--------------------------|
| 3.10.1    | Simulation Flights (SIM) |
| 3.10.2    | Familiarization Flights  |

#### 3.10.1 SIMULATION FLIGHTS (Initial) (SIM)

3.10.1.1 Purpose. The current prescribed C-9B flight simulator course is designed to familiarize the CCUI with C-9B normal cockpit procedures, crew coordination, systems operations and limitations, emergency procedures and to introduce instrument flight procedures.

3.10.1.2 General. CCUIs shall attend the simulator training with two Initial or Refresher pilots. While it is strongly encouraged, attendance at initial simulator training is not mandatory prior to initial designation as a C-9B Crew Chief. However, attendance is mandatory within twelve months of beginning the Crew Chief syllabus. Refresher simulator training is considered sufficient for a CCUIs first simulator exposure. However, every effort should be made to send the CCUI or newly-designated Crew Chief to Initial simulator training.

#### 3.10.1.2 Crew Requirements. T3P, T2P, CCUI

SIM-1100      4.0      \*      B      (N\*)      S(No Motion)      1 C-9B

Goal. Per current contract.

Requirement. Per current contract.

Performance Standard. Per current contract.

SIM-1101      4.0    \*      B      (N\*)      S(No Motion)      1 C-9B

Goal. Per current contract.

Requirement. Per current contract.

Performance Standard. Per current contract.

Prerequisite. SIM-1100

SIM-1102      4.0    \*      B      (N\*)      S(No Motion)      1 C-9B

Goal. Per current contract.

Requirement. Per current contract.

Performance Standard. Per current contract.

Prerequisite. SIM-1101

SIM-1103      4.0    \*      B      (N\*)      S(No Motion)      1 C-9B

Goal. Per current contract.

Requirement. Per current contract.

Performance Standard. Per current contract.

Prerequisite. SIM-1102

SIM-1104      4.0    \*      B      (N\*)      S      1 C-9B

Goal. Per current contract.

Requirement. Per current contract.

Performance Standard. Per current contract.

Prerequisite. SIM-1103

SIM-1105      4.0    \*      B      (N\*)      S      1 C-9B

Goal. Per current contract.

Requirement. Per current contract.

Performance Standard. Per current contract.

Prerequisite. SIM-1104

SIM-1106      4.0    \*      B      (N\*)      S      1 C-9B

Goal. Per current contract.

Requirement. Per current contract.

Performance Standard. Per current contract.

Prerequisite. SIM-1105

SIM-1107      4.0    \*      B      (N\*)      S      1 C-9B

Goal. Per current contract.

Requirement. Per current contract.

Performance Standard. Per current contract.

Prerequisite. SIM-1106

SIM-1108      4.0    \*      B      (N\*)      S      1 C-9B

Goal. Per current contract.

Requirement. Per current contract.

Performance Standard. Per current contract.

Prerequisite. SIM-1107

SIM-1109      4.0      \*      B      (N\*)      S      1 C-9B

Goal. Per current contract.

Requirement. Per current contract.

Performance Standard. Per current contract.

Prerequisite. SIM-1108

SIM-1110      4.0      \*      B      (N\*)      S      1 C-9B

Goal. Per current contract.

Requirement. Per current contract.

Performance Standard. Per current contract.

Prerequisite. SIM-1109

SIM-1111      4.0      \*      B      (N\*)      S      1 C-9B

Goal. Per current contract.

Requirement. Per current contract.

Performance Standard. Per current contract.

Prerequisite. SIM-1110

### 3.10.2 FAMILIARIZATION FLIGHTS (FAM)

3.10.2.1 Purpose. Familiarize the CCUI with the C-9B aircraft. Instruction will emphasize adherence to NATOPS procedures, operation of aircraft systems, and aircraft servicing.

3.10.2.2 General. Training may be accomplished aboard either training or operational missions.

3.10.2.3 Crew Requirements. TAC, T2P or T3P, CCI, CCUI (If training on an operational mission full mission crew required)

FAM-1300      3.0      \*      B      (N\*)      A      1 C-9B

Goal. Introduce Auxiliary Power Unit (APU), daily, turnaround, pre/post-flight inspections, and general servicing requirements.

Requirement

Discuss

Review NATOPS procedures and applicable maintenance manuals associated with the (APU)

Daily and turnaround inspection

Preflight and postflight inspection

General servicing requirements

Demonstrate/Introduce

Emergency procedures

Jump seat duties

Checklist procedures

CRM

NATOPS procedures and applicable maintenance manuals associated with the (APU)

Daily/post flight inspection

Servicing and turnaround of engine system

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Review

Previously covered material as necessary

Performance Standard

Demonstrate a basic understanding of applicable systems/inspections/procedures in accordance with (IAW) NATOPS, SOP, and applicable Maintenance Manuals.

Recite all bold face emergency procedures before occupying the CC jump seat for take-off and landings.

Prerequisite. Previously designated as a C-9B 2LM.

FAM-1301      3.0      \*      B      (N\*)      A      1 C-9B

Goal. Introduce emergency procedures (all types).

RequirementDiscuss

Any memorized bold face emergency procedure items in the C-9B NATOPS Flight Manual

Any C-9B operation limitations

Fire warning operation and emergency procedures

Operation following decompression

Aircraft lighting

Engine system and emergency procedures

Demonstrate/Introduce/Practice

Any memorized bold face emergency procedure items in the C-9B NATOPS Flight Manual

Any C-9B operation limitations

Review

Previously covered material as necessary

Performance Standard

Demonstrate a basic understanding of applicable systems/inspections/procedures (IAW) NATOPS, SOP, and applicable maintenance manuals.

Recite all bold face emergency procedures before occupying the Crew Chief jump seat for take-off and landings.

Prerequisite. FAM-1300

FAM-1302      3.0      \*      B      (N\*)      A      1 C-9B

Goal. Review all emergency procedures and introduce AC and DC electrical systems and fuel systems.

RequirementDiscuss

Discuss NATOPS procedures and applicable maintenance manuals associated with the AC and DC electrical systems and fuel systems

Any memorized bold face emergency procedure items in the C-9B NATOPS Flight Manual

Any C-9B operation limitations

Demonstrate/Introduce/Practice

NATOPS procedures and applicable maintenance manuals associated with the AC and DC electrical systems and fuel systems

Electrical and fuel system emergency procedures

Review

Previously covered material as necessary  
Any memorized bold face emergency procedure items in the C-9B  
NATOPS Flight Manual  
Any C-9B operation limitations

Performance Standard

Demonstrate a basic understanding of applicable  
systems/inspections/procedures (IAW) NATOPS, SOP, and applicable  
maintenance manuals.

Recite all bold face emergency procedures before occupying the  
Crew Chief jump seat for take-off and landings.

Prerequisite. FAM-1301

|          |     |   |   |      |   |        |
|----------|-----|---|---|------|---|--------|
| FAM-1303 | 3.0 | * | B | (N*) | A | 1 C-9B |
|----------|-----|---|---|------|---|--------|

Goal. Review all emergency procedures and introduce hydraulic  
system and landing gear.

Requirement

Discuss

Discuss NATOPS procedures and applicable maintenance manuals  
associated with the hydraulic and landing gear systems  
Any memorized bold face emergency procedure items in the C-9B  
NATOPS Flight Manual  
Any C-9B operation limitations

Demonstrate/Introduce/Practice

NATOPS procedures and applicable maintenance manuals associated  
with the hydraulic systems and landing gear systems  
Hydraulic and landing gear emergency procedures

Review

Previously covered material as necessary  
Any memorized bold face emergency procedure items in the C-9B  
NATOPS Flight Manual  
Any C-9B operation limitations

Performance Standard

Demonstrate a basic understanding of applicable  
systems/inspections/procedures (IAW) NATOPS, SOP, and applicable  
maintenance manuals.

Recite all bold face emergency procedures with no deficiencies.

Prerequisite. FAM-1302

|          |     |   |   |      |   |        |
|----------|-----|---|---|------|---|--------|
| FAM-1304 | 3.0 | * | B | (N*) | A | 1 C-9B |
|----------|-----|---|---|------|---|--------|

Goal. Review all emergency procedures and introduce flight control and  
pneumatic systems.

Requirement

Discuss

Discuss NATOPS procedures and applicable maintenance manuals  
associated with the flight control and pneumatic systems  
Any memorized bold face emergency procedure items in the C-9B  
NATOPS Flight Manual  
Any C-9B operation limitations



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Demonstrate/Introduce/Practice

NATOPS procedures and applicable maintenance manuals associated with the flight control and pneumatic systems  
Flight control and pneumatic emergency procedures

Review

Previously covered material as necessary  
Any memorized bold face emergency procedure items in the C-9B NATOPS Flight Manual  
Any C-9B operation limitations

Performance Standard

Demonstrate a basic understanding of applicable systems/inspections/procedures (IAW) NATOPS, SOP, and applicable Maintenance Manuals.

Recite all Bold Face emergency procedure with no deficiencies.

Prerequisite. FAM-1303

|          |     |   |   |      |   |        |
|----------|-----|---|---|------|---|--------|
| FAM-1305 | 3.0 | * | B | (N*) | A | 1 C-9B |
|----------|-----|---|---|------|---|--------|

Goal. Review all emergency procedures and introduce fire warning/protection and oxygen systems.

RequirementDiscuss

Discuss NATOPS procedures and applicable maintenance manuals associated with the fire warning/protection and oxygen systems  
Any memorized bold face emergency procedure items in the C-9B NATOPS Flight Manual  
Any C-9B operation limitations

Demonstrate/Introduce/Practice

NATOPS procedures and applicable maintenance manuals associated with the fire warning/protection and oxygen systems

Review

Previously covered material as necessary  
Any memorized bold face emergency procedure items in the C-9B NATOPS Flight Manual  
Any C-9B operation limitations

Performance Standard

Demonstrate a basic understanding of applicable systems/inspections/procedures (IAW) NATOPS, SOP, and applicable Maintenance Manuals.

Recite all bold face emergency procedures with no deficiencies.

Prerequisite. FAM-1304

|          |     |   |     |   |      |   |        |
|----------|-----|---|-----|---|------|---|--------|
| FAM-1306 | 3.0 | * | B,R | E | (N*) | A | 1 C-9B |
|----------|-----|---|-----|---|------|---|--------|

Goal. Evaluate CCUI progress in the Crew Chief syllabus.

RequirementDiscuss

All previously covered material  
All memorized bold face emergency procedure items in the C-9B NATOPS Flight Manual  
All C-9B operation limitations

Review

Previously covered material as necessary

All memorized bold face emergency procedure items in the C-9B  
NATOPS Flight Manual  
All C-9B operation limitations

Performance Standard

Demonstrate a basic understanding of all systems/  
inspections/procedures (IAW) NATOPS, SOP, and applicable  
Maintenance Manuals.  
Recite all bold face emergency procedures with no deficiencies.  
Demonstrate knowledge of aircraft and engine limitations with  
minimal deficiencies

Prerequisite. FAM-1305

3.11 CORE SKILL PHASE (2000)

3.11.1 General. This phase introduces the CCUI to night responsibilities  
and review of all systems and International/Transoceanic flight to build  
confidence and competence.

3.12 CORE SKILL INTRODUCTION STAGES (2000)

| PARAGRAPH | STAGE                                   |
|-----------|---|
| 3.12.1    | Recurrent/Refresher Simulators (RECSIM) |
| 3.12.2    | Review Familiarization (RFAM)           |
| 3.12.3    | International Familiarization (IFAM)    |

3.12.1 RECURRENT/REFRESHER SIMULATOR TRAINING (RECSIM)

3.12.1.1 Purpose. Review C-9B normal cockpit procedures, CRM, systems  
operation and limitations, emergency procedures, and instrument flight  
procedures.

3.12.1.2 General. Attendance at recurrent/refresher simulator training is  
required prior to re-designation as a Crew Chief, however it is not a  
prerequisite to begin the Refresher Crew Chief syllabus. The Crew Chief  
simulator re-fly interval is recommended every 12-18 months, not to exceed 24  
months.

3.12.1.3 Crew Requirements. Per current contract

RECSIM-2100 4.0 730 B,R (N\*) S 1 C-9B

Goal. Per current contract.

Requirement. Per current contract.

Performance Standard. Per current contract.

RECSIM-2101 4.0 730 B,R (N\*) S 1 C-9B

Goal. Per current contract.

Requirement. Per current contract.

Performance Standard. Per current contract.

Prerequisite. REFSIM-2100

RECSIM-2102 4.0 730 B,R,M (N\*) S 1 C-9B

Goal. Per current contract.

Requirement. Per current contract.

Performance Standard. Per current contract.

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Prerequisite. REFSIM-21013.12.2 Review Familiarization (RFAM)

3.12.2.1 Purpose. Review of all aircraft systems and Crew Chief responsibilities in preparation for designation as a C-9B Crew Chief.

3.12.2.2 Crew Requirements. TAC, T2P or T3P, CCI, CCUI (If accomplished on a mission flight full mission crew must be present)

|           |     |   |   |    |   |        |
|-----------|-----|---|---|----|---|--------|
| RFAM-2200 | 5.0 | * | B | N* | A | 1 C-9B |
|-----------|-----|---|---|----|---|--------|

Goal. Review emergency procedures (all types) and introduce night procedures.

Requirement

## Discuss

Any memorized bold face emergency procedure items in the C-9B

NATOPS Flight Manual

Any C-9B operation limitations

Fire warning operation and Emergency Procedures

Operation following decompression

Aircraft Lighting

Engine system and emergency procedures

Crew Chief responsibilities during night operations

Demonstrate/Introduce/Practice

Crew chief responsibilities during night operations

## Review

Previously covered material as necessary

Performance Standard. Demonstrate an increase in knowledge and retention of information covered in 1300 series codes regarding applicable systems and procedures IAW NATOPS, SOP, and applicable maintenance manuals.

Prerequisite. FAM-1306

|           |     |   |   |    |   |        |
|-----------|-----|---|---|----|---|--------|
| RFAM-2201 | 5.0 | * | B | N* | A | 1 C-9B |
|-----------|-----|---|---|----|---|--------|

Goal. Review AC/DC electrical systems, fuel system, and hydraulic system. Review night operations.

Requirement

## Discuss

AC/DC electrical systems

Fuel system

Hydraulic system

Review night operations

Previously covered material as necessary

## Review

AC/DC electrical systems and associated emergency procedures

Fuel system and associated emergency procedures

Hydraulic system and associated emergency procedures

Review night operations

Previously covered material as necessary

Performance Standard. Demonstrate an increase in knowledge and retention of information covered in 1300 series codes regarding applicable systems and procedures IAW NATOPS, SOP, and applicable maintenance manuals.

Prerequisite. RFAM-2200

RFAM-2202 5.0 \* B (N\*) A 1 C-9B

Goal. Review landing gear and flight control systems.

Requirement

Discuss

Landing gear system  
Flight controls  
Previously covered material as necessary

Review

Landing gear system and associated emergency procedures  
Flight Controls and associated emergency procedures  
Previously covered material as necessary

Performance Standard. Demonstrate an increase in knowledge and retention of information covered in 1300 series codes regarding applicable systems and procedures IAW NATOPS, SOP, and applicable maintenance manuals.

Prerequisite. FAM-1306

RFAM-2203 5.0 \* B (N\*) A 1 C-9B

Goal. Review pneumatic, fire warning/protection, and oxygen systems.

Requirement

Discuss

Pneumatic system  
Fire warning/protection  
Oxygen system  
Previously covered material as necessary

Review

Pneumatic system and associated emergency procedures fire warning/protection  
Oxygen system  
Previously covered material as necessary

Performance Standard. Demonstrate an increase in knowledge and retention of information covered in 1300 series codes regarding applicable systems and procedures IAW NATOPS, SOP, and applicable maintenance manuals.

Prerequisite. RFAM-2202

RFAM-2204 5.0 \* B,R E (N\*) A 1 C-9B

Goal. CCUI Progress Check.

Requirement

Discuss

Previously covered material as necessary

Review/Evaluate

Previously covered material as necessary

Performance Standard

Demonstrate an intermediate level of understanding of applicable systems/inspections/procedures IAW NATOPS, SOP, and applicable maintenance manuals.

Recite all Bold Face emergency procedures with no deficiencies.

Demonstrate knowledge of aircraft and engine limitations with no deficiencies.

Prerequisite. RFAM-2201, RFAM-2203

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RFAM-2205    4.0    90    B,R,M    (N\*)    A    1 C-9B

Goal. Review all 1000/2000 series events. This code will be used to log trainer and FCF flights for qualified Crew Chiefs.

Requirement

Discuss

All previously covered material from the 1000/2000 series

Review

All previously covered material from the 1000/2000 series

Performance Standard

Demonstrate a high level of understanding of applicable systems/inspections/procedures IAW NATOPS, SOP, and applicable maintenance manuals.

Recite all bold face emergency procedures with no deficiencies.

Demonstrate knowledge of aircraft and engine limitations with no deficiencies.

Prerequisite. RFAM-2204

3.12.3 International Familiarization (IFAM)

3.12.3.1 Purpose. Ensure the CCUI has a complete understanding of Crew Chief responsibilities on International/Trans Oceanic flights.

3.12.3.2 Crew Requirements. TAC, T2P or T3P, CCI, CCUI (If accomplished on a mission flight full mission crew must be present)

IFAM-2301    5.0    365    B,R,M    (N\*)    A    1 C-9B

Goal. CCUI will be instructed on responsibilities of a Crew Chief on an International/Transoceanic flight. Qualified CCs will use this code for update of International/Transoceanic flights.

Exception. May be conducted transcontinental if trans Oceanic flight has been conducted previously in syllabus.

Requirement

Discuss

CC responsibilities on an International/Transoceanic flight  
Previously covered material as necessary

Introduce/Review

CC responsibilities on an International/Transoceanic flight  
Previously covered material as necessary

Performance Standard. Demonstrate understanding of Crew Chief responsibilities on a long-range, overwater, or extended flight with regard to special servicing and/or logistical requirements IAW NATOPS, SOP, and applicable Maintenance Manuals.

Prerequisite. FAM-1306

3.13 MISSION SKILLS PHASE (3000)

3.13.1 General. The Mission Skill Phase is designed to familiarize the CCUI with the unique missions and challenges associated with the VMR-1, C-9B. Mission Skills are designed to fulfill the requirements of the C-9B Mission Essential Task List as defined by the associated Marine Corps Task (MCT).

3.14 MISSION SKILL STAGES (3000)

| PARAGRAPH | STAGE                             |
|-----------|-----------------------------------|
| 3.14.1    | Operational Support Airlift (OSA) |
| 3.14.2    | Air Logistics Support (ALS)       |

### 3.14.1 Operational Support Airlift (OSA)

3.14.1.1 Purpose. This event is designed to fulfill the requirement set in MCT 1.3.4.1.2, conduct OSA.

3.14.1.2 General. It is understood that many missions will be a combination of both passenger and cargo transportation and both codes will be used when filling out the NAVFLIR. Both codes are made available for flights that clearly fall into a single category.

3.14.1.3 Crew Requirement. Full mission crew (as required).

OSA-3100      5.0      180      B,R,M      (N\*)      A      1      C-9B

Goal. Introduce the CCUI to the JOSAC passenger mission or provide continued update to the skills of the CC while performing the passenger mission. Initial logging of this code will be accomplished on the first passenger mission during the Core Skills Stage (2000). Qualified Crew Chiefs will use this code on all subsequent OSA missions.

#### Requirement

Discuss

Any specific considerations or requirements for conducting JOSAC, ASM, or other passenger missions.

Review

Previously covered material as necessary.

Performance Standard. IAW NATOPS

Prerequisite. FAM-1306

### 3.14.2 Air Logistics Support (ALS)

3.14.2.1 Purpose. This event is designed to fulfill the requirement set in MMC 4.3.8, conduct ALS.

3.14.2.2 General. It is understood that many missions will be a combination of both passenger and cargo transportation and both codes will be used when filling out the NAVFLIR. Both codes are made available for flights that clearly fall into a single category.

3.14.2.3 Crew Requirement. Full mission crew (as required).

ALS-3200      5.0      180      B,R,M      (N\*)      A      1      C-9B

Goal. Introduce the CCUI to the C-9B cargo mission or provide continued update to the skills used while performing the cargo mission. Initial logging of this code will be accomplished on the first cargo mission during the Core Skills Stage (2000). Qualified Crew Chiefs will use this code on all subsequent ALS missions.

#### Requirement

Discuss

Any specific considerations or requirements for conducting cargo missions.

Review

Previously covered material as necessary.

Performance Standard. IAW NATOPS  
Prerequisite. FAM-1306

3.15 CORE PLUS SKILL PHASE (4000)

3.15.1 General. There is no Core Plus Skill Phase in the C-9B T&R.

3.16 CORE PLUS SKILL STAGES (4000)

3.16.1 General. There are no 4000 level events in the C-9B T&R.

3.17 INSTRUCTOR TRAINING PHASE (5000)

3.17.1 General. The instructor training phase is designed to provide the Squadron with a cadre of qualified instructors needed to ensure quality training at all times.

| PARAGRAPH | STAGE                            |
|-----------|----------------------------------|
| 3.18.1    | Instruction Under Training (IUT) |

3.18.1 Instructor Under Training (IUT)

3.18.1.1 Purpose. Develop qualified instructor Crew Chiefs with the ability to teach all phases of C-9B flight and mission requirements.

3.18.1.2 General. Crew Chief Instructors will be designated as either NATOPS Instructor (NI) or Assistant NATOPS Instructor (ANI). A NI may instruct and designate an ANI but a NATOPS Evaluator (NE) shall evaluate and designate a NI. In addition to basic Crew Chief requirements, the IUT will have the following schools and certifications:

Crew Resource Management (CRM) Facilitator Course  
APU Instructor Certification  
Engine Low-power Run-up Instructor Certification

3.18.1.2 Crew Requirements. TAC, T2P or T3P, CCE/CCI, CCIUT, CCUI

IUT-5100 3.0 \* B (N\*) A 1 C-9B

Goal. Instruction introduction.

Requirement

Brief/Discuss

Conduct of training flight  
Instructional techniques

Review

The CCIUT shall observe a CCE/CCI instruct a CCUI on a syllabus flight. The CCE/CCI shall demonstrate emphasis upon evaluating the CCUI's knowledge of aircraft systems, emergency procedures, and CC responsibilities.

Performance Standard. CCIUT shall have a solid knowledge of aircraft and CC responsibilities during all aspects of ground and flight operations.

Prerequisite. DESG-6200

IUT-5101 3.0 \* B E (N\*) A 1 C-9B

Goal. Qualify a CC as a CCI (ANI) or upgrade an ANI to NI.

Requirement

Discuss

Conduct of evaluation flight

Any CC ground/flight responsibility and how that is taught to a CCUI

Review

The CCIUT shall perform all duties of a CCI on a flight with a CCUI while being evaluated by a CCE/CCI.

Performance Standard. CCIUT shall demonstrate the requisite maturity, instructional ability, and standardization expected of a CCI.

Prerequisite. IUT-5100

IUT-5102 3.0 \* B,R,M E (N\*) A 1 C-9B

Goal. Qualify the CCI as a CCE.

Requirement

Discuss

Conduct of evaluation flight

Responsibilities of the CCE

Review

The CCI shall be evaluated by a CCE NATOPS Evaluator while instructing a CCUI. The CCI being evaluated must display the maturity, integrity, and knowledge of the aircraft required to conduct a NATOPS evaluation.

Performance Standard. CCI shall demonstrate the requisite maturity, instructional ability, and standardization expected of a CCE.

Prerequisite. IUT-5101

3.19 REQUIREMENTS, CERTIFICATIONS, QUALIFICATIONS, AND DESIGNATIONS (RCQD) PHASE (6000)

3.19.1 General. The 6000 phase encompasses the events required to maintain currency with all certifications, qualifications, and designations.

3.20 REQUIREMENTS, CERTIFICATIONS, QUALIFICATIONS, AND DESIGNATIONS (RCQD) STAGES (6000)

| PARAGRAPH | STAGE                     |
|-----------|---------------------------|
| 3.21.1    | Academics (ACAD)          |
| 3.21.2    | NATOPS Evaluations (NTPS) |
| 3.21.3    | Designations (DESG)       |

3.21.1 Academics (ACAD)

3.21.1.1 Purpose. To complete the academic requirements for subsequent annual evaluation flights.

ACAD-6000 4.0 365 B,R,M E

Goal. The NATOPS Open Book examination shall consist of, but not be limited to the question bank. The purpose of the open book examination



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is to evaluate the Crew Chief's knowledge of the appropriate publications and the aircraft.

Performance Standard. Achieve a minimum score of 3.5 on the Open Book examination.

ACAD-6001    2.0    365    B,R,M    E

Goal. The purpose of the NATOPS closed book examination is to evaluate the Crew Chief's knowledge of the concerning normal/emergency procedures and aircraft limitations.

Performance Standard. Achieve a minimum score of 3.3 on the closed book examination.

Prerequisite. ACAD-6000

ACAD-6002    2.0    365    B,R,M    E

Goal. The NATOPS Oral Examination shall consist of, but not be limited to the question bank. The instructor may draw upon their experience to propose questions of a direct and positive manner and in no way be opinionated to evaluate the Crew Chief's knowledge of the concerning normal/emergency procedures, aircraft limitations, and performance. May be conducted in conjunction with DESG-6200 or NTPS-6100.

Performance Standard. Achieve a minimum grade of qualified on the oral examination.

Prerequisite. ACAD-6000 and ACAD-6001 within 60 days preceding this event.

ACAD-6005    2.0    365    B,R,M    E

Goal. CRM ground instruction in accordance with applicable directives and instructions.

Performance Standard. Demonstrate satisfactory knowledge of CRM principles and their application.

ACAD-6006    1.0    30    B,R,M    E

Goal. Monthly emergency procedures exam.

Requirement. Conduct a monthly emergency procedures exam per NAVMC 3500.14.

Performance Standard. Pass the Monthly Emergency Procedures Exam.

ACAD-6007    1.0    90    B,R,M    (N\*)    E    S/A    1 C-9B

Goal. Emergency Procedure Review.

Requirement. This event will review C-9B emergency procedures and fulfills the requirement of quarterly emergency procedures simulator training per NAVMC 3500.14. This event can be accomplished as a combined event in the simulator or in the actual aircraft while airborne or sitting on the deck.

Performance Standard. Comply with C-9B NFM emergency procedures.

### 3.21.2 NATOPS Evaluations (NTPS)

3.21.2.1 Purpose. Provide annual NATOPS and CRM evaluation flights.

NTPS-6100 2.0 365 B,R,M (N\*) E A 1 C-9B

Goal. Conduct annual NATOPS evaluation after initial designation (DESG-6200).

Requirement. Proficiency in the utilization of all aspects of the C-9B. The proficiency expected by the evaluator in this flight shall be commensurate with the experience of the Crew Chief under evaluation.

Performance Standard. The performance expected by the evaluator in this flight shall be commensurate with the experience level of the Crew Chief under evaluation.

Prerequisite. ACAD-6000, ACAD-6001

NTPS-6101 2.0 365 B,R,M (N\*) E A 1 C-9B

Goal. Conduct annual CRM evaluation.

Requirement. Perform initial/annual CRM flight evaluation per applicable directives. May be flown in conjunction with annual NATOPS evaluation flight or initial designation flight (DESG-6200).

Performance Standard. Performance standards will be according to the C-9B NFM.

Prerequisite. ACAD-6005

### 3.21.3 Designation Flights (DESG)

3.21.3.1 Purpose. To provide an evaluation flight for designation as a Crew Chief upon completion of either the basic or refresher POI.

3.21.3.2 General. CCUI will successfully complete a flight evaluation administered by a designated CCE/CCI.

DESG-6200 3.0 \* B,R (N\*) E A 1 C-9B

Goal. CCUI evaluation flight. CCUI to demonstrate the ability to meet NATOPS qualification per Chapter 18 NATOPS evaluation criteria. The flight evaluation is designed to measure with maximum objectivity the degree of standardization demonstrated by the CCUI and to ensure safety of flight.

#### Requirement

##### Brief/Discuss

The CCUI should be prepared to brief/discuss all previously introduced material.

##### Review/Evaluate

All previously introduced training shall be covered with particular attention given to NATOPS and emergency procedures.

Performance Standard. The CCUI Check should emphasize only those areas that are germane to the Crew Chief duties and demonstrated performance required to safely execute these duties.

Prerequisite. RFAM-2205, IFAM-2301, ACAD-6000, ACAD-6001

### 3.22 T&R ATTAIN AND MAINTAIN SYLLABUS MATRICES

| VMR-1 C-9B<br>CREW CHIEF                        |        |        |           |                    |        |               |        |               |        |               |            |
|---|--------|--------|-----------|--------------------|--------|---------------|--------|---------------|--------|---------------|------------|
| CORE/MISSION/CORE PLUS ATTAIN & MAINTAIN MATRIX |        |        |           |                    |        |               |        |               |        |               |            |
| CORE SKILLS INTRODUCTION (1000 PHASE)           |        |        |           |                    |        |               |        |               |        |               |            |
| T&R EVENT INFORMATION                           |        |        |           | ATTAIN PROFICIENCY |        |               |        | MAINTAIN PROF |        | PREREQUISITES | CHAINING   |
| T&R DESCRIPTION                                 | STAGE  | CODE   | RE<br>FLY | BASIC POI          |        | REFRESHER POI |        | MAINTAIN POI  |        |               |            |
|   |        |        |           | STAGE              | CODE   | STAGE         | CODE   | STAGE         | CODE   |               |            |
| Per current contract                            | SIM    | 1100   | *         | SIM                | 1100   | SIM           |        | SIM           |        |               |            |
| Per current contract                            | SIM    | 1101   | *         |                    | 1101   |               |        |               |        | 1100          |            |
| Per current contract                            | SIM    | 1102   | *         |                    | 1102   |               |        |               |        | 1101          |            |
| Per current contract                            | SIM    | 1103   | *         |                    | 1103   |               |        |               |        | 1102          |            |
| Per current contract                            | SIM    | 1104   | *         |                    | 1104   |               |        |               |        | 1103          |            |
| Per current contract                            | SIM    | 1105   | *         |                    | 1105   |               |        |               |        | 1104          |            |
| Per current contract                            | SIM    | 1106   | *         |                    | 1106   |               |        |               |        | 1105          |            |
| Per current contract                            | SIM    | 1107   | *         |                    | 1107   |               |        |               |        | 1106          |            |
| Per current contract                            | SIM    | 1108   | *         |                    | 1108   |               |        |               |        | 1107          |            |
| Per current contract                            | SIM    | 1109   | *         |                    | 1109   |               |        |               |        | 1108          |            |
| Per current contract                            | SIM    | 1110   | *         |                    | 1110   |               |        |               |        | 1109          |            |
| Per current contract                            | SIM    | 1111   | *         |                    | 1111   |               |        |               |        | 1110          |            |
| APU/Servicing                                   | FAM    | 1300   | *         | FAM                | 1300   | FAM           |        | FAM           |        |               |            |
| Emergency Procedures                            | FAM    | 1301   | *         |                    | 1301   |               |        |               |        | 1300          |            |
| AC/DC Power, and Fuel                           | FAM    | 1302   | *         |                    | 1302   |               |        |               |        | 1301          |            |
| Hyd and Landing Gear                            | FAM    | 1303   | *         |                    | 1303   |               |        |               |        | 1302          |            |
| Flt Controls and pneu                           | FAM    | 1304   | *         |                    | 1304   |               |        |               |        | 1303          |            |
| Fire and Oxygen                                 | FAM    | 1305   | *         |                    | 1305   |               |        |               |        | 1304          |            |
| Progress Check                                  | FAM    | 1306   | *         |                    | 1306   |               | 1306   |               |        | 1305          |            |
| CORE SKILLS (2000 PHASE)                        |        |        |           |                    |        |               |        |               |        |               |            |
| T&R EVENT INFORMATION                           |        |        |           | ATTAIN PROFICIENCY |        |               |        | MAINTAIN PROF |        | PREREQUISITES | CHAINING   |
| T&R DESCRIPTION                                 | STAGE  | CODE   | RE<br>FLY | BASIC POI          |        | REFRESHER POI |        | MAINTAIN POI  |        |               |            |
|   |        |        |           | STAGE              | CODE   | STAGE         | CODE   | STAGE         | CODE   |               |            |
| Per current contract                            | RECSIM | S2100R | 730       | RECSIM             | S2100R | RECSIM        | S2100R | RECSIM        | S2100R | None          |            |
| Per current contract                            | RECSIM | S2101R | 730       |                    | S2101R |               | S2101R |               | S2101R | 2100          |            |
| Per current contract                            | RECSIM | S2102R | 730       |                    | S2102R |               | S2102R |               | S2102R | 2101          |            |
| Night EP Rev                                    | RFAM   | 2200   | *         | RFAM               | 2100   | RFAM          |        | RFAM          |        | 1306          |            |
| Night Rev, AC/DC,                               | RFAM   | 2201   | *         |                    | 2101   |               |        |               |        | 2200          |            |
| Landing Gear, Flight                            | RFAM   | 2202   | *         |                    | 2102   |               |        |               |        | 1306          |            |
| Pneumatic, Fire & Oxy                           | RFAM   | 2203   | *         |                    | 2103   |               |        |               |        | 2202          |            |
| Progress Check                                  | RFAM   | 2204R  | *         |                    | 2104R  |               | 2204R  |               |        | 2203, 2201    |            |
| 1000/2000 Series Rev                            | RFAM   | 2205R  | 90        |                    | 2105R  |               | 2205R  |               | 2205R  | 2204          |            |
| International FAM                               | IFAM   | 2301R  | 365       | IFAM               | 2301R  | IFAM          | 2301R  | IFAM          | 2301R  | 1306          |            |
| MISSION SKILLS (3000 PHASE)                     |        |        |           |                    |        |               |        |               |        |               |            |
| T&R EVENT INFORMATION                           |        |        |           | ATTAIN PROFICIENCY |        |               |        | MAINTAIN PROF |        | PREREQUISITES | CHAINING   |
| T&R DESCRIPTION                                 | STAGE  | CODE   | RE<br>FLY | BASIC POI          |        | REFRESHER POI |        | MAINTAIN PROF |        |               |            |
|   |        |        |           | STAGE              | CODE   | STAGE         | CODE   | STAGE         | CODE   |               |            |
| Passenger Mission                               | OSA    | 3100R  | 180       | OSA                | 3100R  | OSA           | 3100R  | OSA           | 3100R  | 1306          | 3200, 2205 |
| Cargo Mission                                   | ALS    | 3200R  | 180       | ALS                | 3200R  | ALS           | 3200R  | ALS           | 3200R  | 1306          | 3100, 2205 |

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## 3.23 T&amp;R SYLLABUS MATRIX

| VMR-1 CREW CHIEF T&R MATRIX                          |           |                                    |         |   |        |          |     |        |           |           |          |          |           |          |                |       |          |            |
|--|-----------|------------------------------------|---------|---|--------|----------|-----|--------|-----------|-----------|----------|----------|-----------|----------|----------------|-------|----------|------------|
| STAGE  | TRNG CODE | T&R DESCRIPTION                    | POI     | E | DEVICE | # OF A/C | CON | RE FLY | # OF ACAD | ACAD TIME | # OF SIM | SIM TIME | # OF FLTS | FLT TIME | PREREQUISITE   | NOTES | CHAINING | EVENT CONV |
| CORE SKILL INTRODUCTION TRAINING (1000 PHASE EVENTS) |           |                                    |         |   |        |          |     |        |           |           |          |          |           |          |                |       |          |            |
| SIMULATOR (SIM)                                      |           |                                    |         |   |        |          |     |        |           |           |          |          |           |          |                |       |          |            |
| SIM  | 1100      | Per current contract               | B       |   | FBS    | (N*)     | *   |        |           |           |          | 4.0      |           |          |                |       |          | N/A        |
| SIM  | 1101      | Per current contract               | B       |   | FBS    | (N*)     | *   |        |           |           |          | 4.0      |           |          | 1100           |       |          | N/A        |
| SIM  | 1102      | Per current contract               | B       |   | FBS    | (N*)     | *   |        |           |           |          | 4.0      |           |          | 1101           |       |          | N/A        |
| SIM  | 1103      | Per current contract               | B       |   | FBS    | (N*)     | *   |        |           |           |          | 4.0      |           |          | 1102           |       |          | N/A        |
| SIM  | 1104      | Per current contract               | B       |   | S      | (N*)     | *   |        |           |           |          | 4.0      |           |          | 1103           |       |          | N/A        |
| SIM  | 1105      | Per current contract               | B       |   | S      | (N*)     | *   |        |           |           |          | 4.0      |           |          | 1104           |       |          | N/A        |
| SIM  | 1106      | Per current contract               | B       |   | S      | (N*)     | *   |        |           |           |          | 4.0      |           |          | 1105           |       |          | N/A        |
| SIM  | 1107      | Per current contract               | B       |   | S      | (N*)     | *   |        |           |           |          | 4.0      |           |          | 1106           |       |          | N/A        |
| SIM  | 1108      | Per current contract               | B       |   | S      | (N*)     | *   |        |           |           |          | 4.0      |           |          | 1107           |       |          | N/A        |
| SIM  | 1109      | Per current contract               | B       |   | S      | (N*)     | *   |        |           |           |          | 4.0      |           |          | 1108           |       |          | N/A        |
| SIM  | 1110      | Per current contract               | B       |   | S      | (N*)     | *   |        |           |           |          | 4.0      |           |          | 1109           |       |          | N/A        |
| SIM  | 1111      | Per current contract               | B       |   | S      | (N*)     | *   |        |           |           |          | 4.0      |           |          | 1110           |       |          | N/A        |
| TOTAL SIM STAGE                                      |           |                                    |         |   |        |          |     |        | 0         | 0.0       | 12       | 48.0     | 0         | 0.0      |                |       |          |            |
| FAMILIARIZATION (FAM)                                |           |                                    |         |   |        |          |     |        |           |           |          |          |           |          |                |       |          |            |
| FAM  | 1300      | APU/Serviceing                     | B       |   | A      | (N*)     | *   |        |           |           |          |          |           | 3.0      | Designated 2LM |       |          | 100        |
| FAM  | 1301      | Emergency Procedures               | B       |   | A      | (N*)     | *   |        |           |           |          |          |           | 3.0      | 1300           |       |          | 110        |
| FAM  | 1302      | AC/DC Power, and Fuel              | B       |   | A      | (N*)     | *   |        |           |           |          |          |           | 3.0      | 1301           |       |          | 120        |
| FAM  | 1303      | Hydraulics and Landing Gear        | B       |   | A      | (N*)     | *   |        |           |           |          |          |           | 3.0      | 1302           |       |          | 130        |
| FAM  | 1304      | Flight Controls and Pneumatics     | B       |   | A      | (N*)     | *   |        |           |           |          |          |           | 3.0      | 1303           |       |          | 140        |
| FAM  | 1305      | Fire Warning/Protection and Oxygen | B       |   | A      | (N*)     | *   |        |           |           |          |          |           | 3.0      | 1304           |       |          | 150        |
| FAM  | 1306      | Progress Check                     | B, R    | E | A      | (N*)     | *   |        |           |           |          |          |           | 3.0      | 1305           |       |          | 160        |
| TOTAL FAM STAGE                                      |           |                                    |         |   |        |          |     |        | 0         | 0.0       | 12       | 48.0     | 7         | 21.0     |                |       |          |            |
| TOTAL CORE SKILL INTRODUCTION PHASE (1000 PHASE)     |           |                                    |         |   |        |          |     |        | 0         | 0.0       | 12       | 48.0     | 7         | 21.0     |                |       |          |            |
| CORE SKILL TRAINING (2000 PHASE EVENTS)              |           |                                    |         |   |        |          |     |        |           |           |          |          |           |          |                |       |          |            |
| RECURRENT SIMULATORS (RECSIM)                        |           |                                    |         |   |        |          |     |        |           |           |          |          |           |          |                |       |          |            |
| RECSIM   | 2100      | Refresher 1                        | B, R, M |   | S      | (N*)     | 730 |        |           |           |          | 4.0      |           |          |                |       |          | N/A        |
| RECSIM   | 2101      | Refresher 2                        | B, R, M |   | S      | (N*)     | 730 |        |           |           |          | 4.0      |           |          | 2100           |       |          | N/A        |

| VMR-1 CREW CHIEF T&R MATRIX            |           |   |       |   |        |          |      |        |           |           |          |          |           |          |              |       |                  |            |
|--|-----------|---|-------|---|--------|----------|------|--------|-----------|-----------|----------|----------|-----------|----------|--------------|-------|------------------|------------|
| STAGE                                  | TRNG CODE | T&R DESCRIPTION   | POI   | E | DEVICE | # OF A/C | CON  | RE FLY | # OF ACAD | ACAD TIME | # OF SIM | SIM TIME | # OF FLTS | FLT TIME | PREREQUISITE | NOTES | CHAINING         | EVENT CONV |
| RECSIM                                 | 2102      | Refresher 3   | B,R,M |   | S      |          | (N*) | 730    |           |           |          | 4.0      |           |          | 2101         |       |                  | N/A        |
| TOTAL RECURRENT STAGE                  |           |   |       |   |        |          |      |        | 0         | 0.0       | 3        | 12.0     | 0         | 0.0      |              |       |                  |            |
| REVIEW FAMILIARIZATION FLIGHTS (RFAM)  |           |   |       |   |        |          |      |        |           |           |          |          |           |          |              |       |                  |            |
| RFAM                                   | 2200      | Night Introduction /Emergency Procedures Review               | B     |   | A      | 1        | N*   | *      |           |           |          |          |           | 5.0      |              |       |                  | 200        |
| RFAM                                   | 2201      | Night Review, AC/DC, Fuel, Hydraulics Review                  | B     |   | A      | 1        | N*   | *      |           |           |          |          |           | 5.0      |              |       |                  | 210        |
| RFAM                                   | 2202      | Landing Gear, Flight Controls Review                          | B     |   | A      | 1        | (N*) | *      |           |           |          |          |           | 5.0      |              |       |                  | 220        |
| RFAM                                   | 2203      | Pneumatic, Fire Warning/ Protection and Oxygen Systems Review | B     |   | A      | 1        | (N*) | *      |           |           |          |          |           | 5.0      |              |       |                  | 230        |
| RFAM                                   | 2204      | Progress Check  | B,R   | E | A      | 1        | (N*) | *      |           |           |          |          |           | 5.0      |              |       |                  | 240        |
| RFAM                                   | 2205      | 1000/2000 Series Review                                       | B,R,M |   | A      | 1        | (N*) | 90     |           |           |          |          |           | 4.0      |              |       |                  | 310        |
| TOTAL RFAM STAGE                       |           |   |       |   |        |          |      |        | 0         | 0.0       | 0        | 0.0      | 6         | 29.0     |              |       |                  |            |
| INTERNATIONAL/TRANS OCEANIC (IFAM)     |           |   |       |   |        |          |      |        |           |           |          |          |           |          |              |       |                  |            |
| IFAM                                   | 2301      | International/Trans Oceanic Review                            | B,R,M |   | A      | 1        | (N*) | 365    |           |           |          |          |           | 5.0      |              |       | 3100, 3200, 2205 | 320        |
| TOTAL IFAM STAGE                       |           |   |       |   |        |          |      |        | 0         | 0.0       | 0        | 0.0      | 1         | 5.0      |              |       |                  |            |
| TOTAL CORE SKILL PHASE (2000 PHASE)    |           |   |       |   |        |          |      |        |           |           | 3        | 12.0     | 7         | 34.0     |              |       |                  |            |
| MISSION SKILL TRAINING (3000 PHASE)    |           |   |       |   |        |          |      |        |           |           |          |          |           |          |              |       |                  |            |
| OPERATIONAL SUPPORT AIRLIFT (OSA)      |           |   |       |   |        |          |      |        |           |           |          |          |           |          |              |       |                  |            |
| OSA                                    | 3100      | Passenger Mission   | B,R,M |   | A      | 1        | (N*) | 180    |           |           |          |          |           | 5.0      | 1306         |       | 3200, 2205       | N/A        |
| TOTAL OSA STAGE                        |           |   |       |   |        |          |      |        | 0         | 0.0       | 0        | 0.0      | 1         | 5.0      |              |       |                  |            |
| AIR LOGISTICS SUPPORT (ALS)            |           |   |       |   |        |          |      |        |           |           |          |          |           |          |              |       |                  |            |
| ALS                                    | 3200      | Cargo Mission   | B,R,M |   | A      | 1        | (N*) | 180    |           |           |          |          |           | 5.0      | 1306         |       | 3100, 2205       | N/A        |
| TOTAL ALS STAGE                        |           |   |       |   |        |          |      |        | 0         | 0.0       | 0        | 0.0      | 1         | 5.0      |              |       |                  |            |
| TOTAL MISSION SKILL PHASE (3000 PHASE) |           |   |       |   |        |          |      |        | 0         | 0.0       | 0        | 0.0      | 2         | 10.0     |              |       |                  |            |
| TOTAL 1000, 2000, & 3000 PHASE         |           |   |       |   |        |          |      |        |           |           | 15       | 60.0     | 16        | 65.0     |              |       |                  |            |

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| VMR-1 CREW CHIEF T&R MATRIX                                      |           |                         |       |   |        |          |      |        |           |           |          |          |           |          |              |       |          |            |
|--|-----------|-------------------------|-------|---|--------|----------|------|--------|-----------|-----------|----------|----------|-----------|----------|--------------|-------|----------|------------|
| STAGE  | TRNG CODE | T&R DESCRIPTION         | POI   | E | DEVICE | # OF A/C | CON  | RE FLY | # OF ACAD | ACAD TIME | # OF SIM | SIM TIME | # OF FLTS | FLT TIME | PREREQUISITE | NOTES | CHAINING | EVENT CONV |
| INSTRUCTOR TRAINING (5000 PHASE EVENTS)                          |           |                         |       |   |        |          |      |        |           |           |          |          |           |          |              |       |          |            |
| INSTRUCTOR UNDER TRAINING (IUT)                                  |           |                         |       |   |        |          |      |        |           |           |          |          |           |          |              |       |          |            |
| IUT  | 5100      | Instructor Intro        | B     |   | A      | 1        | (N*) | *      |           |           |          |          |           | 3.0      | 6200         |       | 2205     | 500        |
| IUT  | 5101      | Instructor Eval         | B     | E | A      | 1        | (N*) | *      |           |           |          |          |           | 3.0      | 5100         |       | 2205     | 501        |
| IUT  | 5102      | NATOPS Evaluator Flight | B,R,M | E | A      | 1        | (N+) | *      |           |           |          |          |           | 3.0      | 5101         |       | 2205     | 501        |
| TOTAL IUT STAGE  |           |                         |       |   |        |          |      |        | 0         | 0.0       | 0        | 0.0      | 3         | 9.0      |              |       |          |            |
| INSTRUCTOR TRAINING (5000 PHASE EVENTS) TOTAL                    |           |                         |       |   |        |          |      |        | 0         | 0.0       | 0        | 0.0      | 3         | 9.0      |              |       |          |            |
| REQUIREMENT, QUALIFICATIONS, AND DESIGNATIONS (RQD) (6000 PHASE) |           |                         |       |   |        |          |      |        |           |           |          |          |           |          |              |       |          |            |
| RQD ACADEMICS (ACAD)   |           |                         |       |   |        |          |      |        |           |           |          |          |           |          |              |       |          |            |
| ACAD   | 6000      | NATOPS Open Exam        | B,R,M | E |        |          |      | 365    |           | 4.0       |          |          |           |          |              |       |          | N/A        |
| ACAD   | 6001      | NATOPS Closed Exam      | B,R,M | E |        |          |      | 365    |           | 2.0       |          |          |           |          | 6000         |       |          | N/A        |
| ACAD   | 6002      | NATOPS Oral Exam        | B,R,M | E |        |          |      | 365    |           | 2.0       |          |          |           |          | 6000,6001    |       |          | N/A        |
| ACAD   | 6005      | CRM Ground Class        | B,R,M | E |        |          |      | 365    |           | 2.0       |          |          |           |          |              |       |          | N/A        |
| ACAD   | 6006      | Monthly EP Exam         | B,R,M | E |        |          |      | 30     |           | 1.0       |          |          |           |          |              |       |          | N/A        |
| ACAD   | 6007      | 90 EP Practical Review  | B,R,M | E | S/A    | 1        |      | 90     |           | 1.0       |          |          |           |          |              |       |          | N/A        |
| TOTAL ACAD STAGE   |           |                         |       |   |        |          |      |        | 5         | 12.0      | 0        | 0.0      | 0         | 0.0      |              |       |          |            |
| NATOPS   |           |                         |       |   |        |          |      |        |           |           |          |          |           |          |              |       |          |            |
| NTPS   | 6100      | NATOPS Evaluation       | B,R,M | E | A      | 1        | (N*) | 365    |           |           |          |          |           | 2.0      | 6000,6001    |       | 2205     | 600        |
| NTPS   | 6101      | CRM Flight Evaluation   | B,R,M | E | A      | 1        | (N*) | 365    |           |           |          |          |           | 2.0      | 6005         |       |          | N/A        |
| NATOPS TOTAL   |           |                         |       |   |        |          |      |        | 0         | 0.0       | 0        | 0.0      | 2         | 4.0      |              |       |          |            |
| CC DESIGNATIONS (DESG)   |           |                         |       |   |        |          |      |        |           |           |          |          |           |          |              |       |          |            |
| DESG   | 6200      | CC Designation Flight   | B,R   | E | A      | 1        | (N*) | 365    |           |           |          |          |           | 3.0      |              |       | 2205     | 390        |
| TOTAL DESG STAGE   |           |                         |       |   |        |          |      |        | 0         | 0.0       | 0        | 0.0      | 1         | 3.0      |              |       |          |            |
| RQD TOTAL (6000 PHASE)   |           |                         |       |   |        |          |      |        | 6         | 12.0      | 0        | 0        | 3         | 7.0      |              |       |          |            |
| TOTAL 5000,6000 STAGES   |           |                         |       |   |        |          |      |        | 6         | 12.0      | 0        | 0        | 6         | 16.0     |              |       |          |            |
| TOTAL 1000,2000,3000, 5000,6000 STAGES                           |           |                         |       |   |        |          |      |        | 6         | 12.0      | 15       | 72.0     | 22        | 81.0     |              |       |          |            |

CHAPTER 4  
2ND LOADMASTER

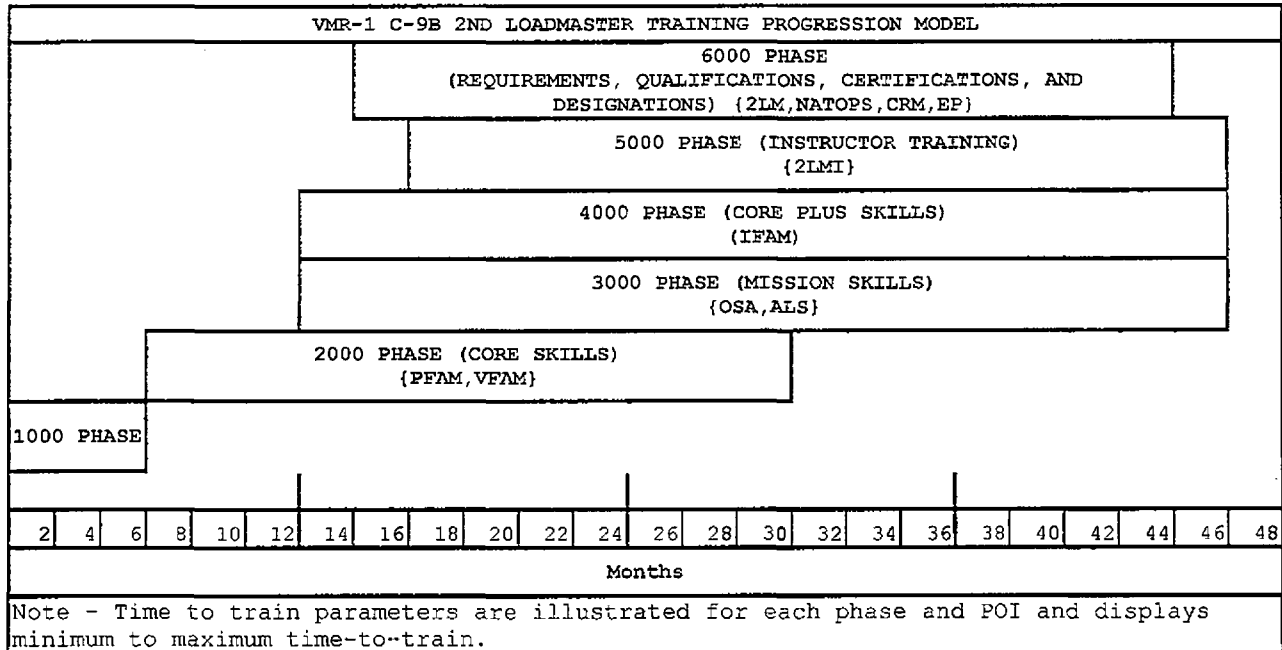
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4.0 INDIVIDUAL TRAINING AND READINESS REQUIREMENTS. This T&R syllabus is based on specific goals and performance standards designed to ensure individual proficiency in Core, Mission, and Core Plus Skills. The goal of this chapter is to develop individual and unit war fighting capabilities.

4.1 TRAINING PROGRESSION MODEL. This model represents the recommended training progression for the average C-9B 2nd Loadmaster (2LM). Units should use the model as a guide to generate individual training plans.



#### 4.2 ABBREVIATIONS

| VMR-1 C-9B 2ND LOADMASTER                    |  |
|--|--|
| CORE/MISSION/CORE PLUS SKILL ABBREVIATIONS   |  |
| CORE SKILLS (2000 Phase)                     |  |
| FAM  | Familiarization                            |
| PFAM   | Passenger Familiarization                  |
| VFAM   | VIP Familiarization                        |
| MISSION SKILLS (3000 Phase)                  |  |
| OSA  | Operational Support Airlift                |
| ALS  | Air Logistics Support                      |
| CORE PLUS SKILLS (4000 Phase)                |  |
| IFAM   | International/Transoceanic Familiarization |
| INSTRUCTOR (5000 Phase)                      |  |
| 2LMI   | Second Loadmaster Instructor               |
| QUALIFICATIONS AND DESIGNATIONS (6000 Phase) |  |
| ACAD   | Academics                                  |
| NTPS   | NATOPS                                     |
| 2LM  | Second Loadmaster                          |
| EP   | Emergency Procedures                       |

#### 4.3 DEFINITIONS

| TERM                                 | DEFINITION  |
|--------------------------------------|---|
| Core Model                           | The Core Model is the basic foundation or standardized format by which all T&Rs are constructed. The Core Model provides the capability of quantifying both unit and individual training requirements and measuring readiness. This is accomplished by linking community Mission Statements, Mission Essential Task Lists, Output Standards, Core Skill Proficiency Requirements and Combat Leadership Matrices |
| Core Skill                           | Fundamental, environmental, or conditional capabilities required to perform basic functions. These basic functions serve as tactical enablers that allow crews to progress to the more complex Mission Skills. Primarily 2000 Phase events but may be introduced in the 1000 Phase.   |
| Mission Skill                        | Mission Skills enable a unit to execute a specific MET. They are comprised of advanced event(s) that are focused on MET performance and draw upon the knowledge, aeronautical abilities, and situational awareness developed during Core Skill training. 3000 Phase events.   |
| Core Plus Skill                      | Training events that can be theater specific or that have a low likelihood of occurrence. They may be Fundamental, environmental, or conditional capabilities required to perform basic functions. 4000 Phase events.   |
| Core Plus Mission                    | Training events that can be theater specific or that have a low likelihood of occurrence. They are comprised of advanced event(s) that are focused on Core Plus MET performance and draw upon the knowledge, aeronautical abilities, and situational awareness. 4000 Phase events.  |
| Core Skill Proficiency (CSP)         | CSP is a measure of training completion for 2000 Phase events. CSP is attained by executing all events listed in the Attain Table for each Core Skill. The individual must be simultaneously proficient in all events within that Core Skill to attain CSP.   |
| Mission Skill Proficiency (MSP)      | MSP is a measure of training completion for 3000 Phase events. MSP is attained by executing all events listed in the Attain Table for each Mission Skill. The individual must be simultaneously proficient in all events within that Mission Skill to attain MSP. MSP is directly related to Training Readiness.  |
| Core Plus Skill Proficiency (CPSP)   | CPSP is a measure of training completion for 4000 Phase "Skill" events. CPSP is attained by executing all events listed in the Attain Table for each Core Plus Skill. The individual must be simultaneously proficient in all events within that Core Plus Skill to attain CPSP.  |
| Core Plus Mission Proficiency (CPMP) | CPMP is a measure of training completion for 4000 Phase "Mission" events. CPMP is attained by executing all events listed in the Attain Table for each Core Plus Mission. The individual must be simultaneously proficient in all events within that Core Plus Mission to attain CPMP.  |

#### 4.4 INDIVIDUAL CORE/MISSION/CORE PLUS SKILL PROFICIENCY REQUIREMENTS

4.4.1 Management of individual CSP/MSP/CPSP/CPMP serves as the foundation for developing proficiency requirements in DRRS.

4.4.2 Individual CSP is a "Yes/No" status assigned to an individual by Core Skill. When an individual attains and maintains CSP in a Core Skill, the individual counts towards CMMR Unit CSP requirements for that Core Skill.

4.4.3 Proficiency is attained by individual Core/Mission/Core Plus Skill and the training events to be executed within that skill set are determined by POI assignment (Basic, Transition, Conversion, Series Conversion, or Refresher).

4.4.4 Once proficiency has been attained by Core/Mission/Core Plus Skill (by any POI assignment) then the individual maintains proficiency by executing those events within the maintain column. An individual maintains proficiency by individual Core/Mission/Core Plus Skill.

**\*Note\***

Individuals may be attaining proficiency in some Core/Mission/Core Plus Skills while maintaining proficiency in other Core/Mission/Core Plus Skills.

4.4.5 Once proficiency has been attained, should one lose proficiency in an event in the maintain column, proficiency can be attained by demonstrating proficiency in the event which was delinquent. Should an individual lose proficiency in all events in the Maintain column by Core/Mission/Core Plus Skill, the individual will be assigned to the Refresher POI for that Core/Mission/Core Plus Skill. To regain proficiency for that Core/Mission/Core Plus Skill the individual must demonstrate proficiency in all R-coded events for that Core/Mission/Core Plus Skill.

| VMR-1 C-9B 2ND LOADMASTER  |       |               |       |                      |       |
|--|-------|---------------|-------|----------------------|-------|
| ATTAIN AND MAINTAIN CORE/MISSION/CORE PLUS PROFICIENCY MATRIX BY POI |       |               |       |                      |       |
| ATTAIN PROFICIENCY   |       |               |       | MAINTAIN PROFICIENCY |       |
| BASIC POI  |       | REFRESHER POI |       | MAINTAIN POI         |       |
| CORE SKILL (2000 Phase)  |       |               |       |                      |       |
| PFAM   | 2100  | PFAM          |       | PFAM                 |       |
|  | 2101R |               | 2101R |                      | 2101R |
| VFAM   | 2200  | VFAM          |       | VFAM                 |       |
|  | 2201R |               | 2201R |                      | 2201R |
| MISSION SKILL (3000 Phase)   |       |               |       |                      |       |
| OSA  | 3100R | OSA           | 3100R | OSA                  | 3100R |
| ALS  | 3200R | ALS           | 3200R | ALS                  | 3200R |
| CORE PLUS SKILL (4000 Phase)   |       |               |       |                      |       |
| IFAM   | 4000  | IFAM          |       | IFAM                 |       |
|  | 4001R |               | 4001R |                      | 4001R |
| S prefix and blue font = flown in simulator                          |       |               |       |                      |       |
| R suffix and Grey highlight = R-coded "Refresher" event              |       |               |       |                      |       |

4.5 CERTIFICATION, QUALIFICATION AND DESIGNATION TABLES. The tables below delineate T&R events required to be completed to attain proficiency, initial qualifications and designations. In addition to event requirements, all required stage lectures, briefs, squadron training, prerequisites, and other criteria shall be completed prior to completing final events. Certification, qualification and designation letters signed by the Commanding Officer shall be placed in Aircrew Performance Records (APR) and NATOPS. Loss of proficiency in all qualification events causes the associated qualification to be lost. Regaining a qualification requires completing all R-coded syllabus events associated with that qualification.

4.5.1 INSTRUCTOR DESIGNATIONS

| VMR-1 C-9B 2ND LOADMASTER<br>INSTRUCTOR DESIGNATIONS (5000 Phase) |                  |
|---|------------------|
| INSTRUCTOR DESIGNATION  | EVENTS           |
| 2LM ASSISTANT NATOPS INSTRUCTOR (2LM ANI)                         | 5100, 5101       |
| 2LM NATOPS EVALUATOR/INSTRUCTOR (2LM NE/NI)                       | 5100, 5101, 5102 |

4.5.2 REQUIREMENTS, CERTIFICATIONS, QUALIFICATIONS, AND DESIGNATIONS

4.5.2.1 The tables below delineate T&R events required to be completed to attain initial qualifications and designations. All stage lectures, briefs, squadron training, prerequisites, and open and closed book NATOPS exams shall be complete and graded prior to completing evaluation flights. Qualification and designation letters signed by the Commanding Officer shall be placed in individual NATOPS and APR jackets.

| VMR-1 C-9B 2ND LOADMASTER<br>REQUIREMENTS, CERTIFICATIONS, QUALIFICATIONS, AND DESIGNATIONS (R,C,Q,& D) [6000 Phase] |                        |
|--|------------------------|
| R,C,Q,& D  | EVENTS                 |
| QUALIFICATIONS   |                        |
| NATOPS   | 6000, 6001, 6002, 6100 |
| CRM  | 6005, 6101             |
| DESIGNATIONS   |                        |
| 2LM  | 6100, 6200             |

4.6 VMR-1 C-9B 2ND LOADMASTER PROGRAMS OF INSTRUCTION (POI). These tables reflect average time-to-train versus the minimum to maximum time-to-train parameters in the Training Progression Model.

4.6.1 2LM training and designation sets the foundation for follow-on training as a Loadmaster or Crew Chief. Designation as a 2LM is a requirement for a C-9B air crewman to be considered by the squadron Standardization Board for assignment to either the Loadmaster syllabus or Crew Chief syllabus.

4.6.2 Basic POI. A Basic 2nd Loadmaster (2LM) shall be defined as an individual who has no previous experience as a 2LM. The 2LM Under Instruction (2LMUI) shall be screened by the squadron Aircrew Screening Board and approved by the Commanding Officer prior to commencing this POI. Every effort should be made to conduct VIP training codes aboard actual VIP missions, however, it is permissible to conduct simulated VIP missions as required in order to continue the student through the syllabus. All decisions as to POI eligibility rest with the Commanding Officer. The 2LM Under Instruction shall be considered qualified to function as a qualified 2LM on both CONUS and OCONUS missions upon completion of the 2LM designation flight (DESG-6200). Upon completion of the 2LM designation, the 2LM must complete OSA-3100 and ALS-3200 under the supervision of an instructor prior to performing those duties individually. Additionally, the 2LM becomes eligible for consideration by the squadron Standardization Board for assignment to the Loadmaster or Crew Chief syllabus upon designation as a 2LM. The International/Trans Oceanic flights (IFAM 4000 and IFAM 4001) are established to ensure the 2LM has been exposed to Overwater/International procedures prior to assignment to the 2LM NATOPS Instructor/Evaluator Phases. As such, these flights shall be complete prior to commencing the 2LM Instructor or 2LM NATOPS Instructor/Evaluator syllabus.

| VMR-1 C-9B 2ND LOADMASTER<br>Basic POI |                                      |        |
|--|--------------------------------------|--------|
| Weeks                                  | Phase of Instruction                 | Unit   |
| 1                                      | Water Survival/Flight Physiology     | NAWSTP |
| 1                                      | Ground Training                      | VMR-1  |
| 3                                      | Core Skill Introduction (1000 Phase) | VMR-1  |
| 3                                      | Core Skill (2000 Phase)              | VMR-1  |
| 3                                      | Mission Skill (3000 Phase)           | VMR-1  |

4.6.3 Refresher POI. The 2LMUI must have flown in the capacity as a C-9B 2LM during the previous two years in order to be eligible for this refresher POI. The 2LMUI shall have been recommended by the squadron Standardization Board and approved by the Commanding Officer prior to commencing this refresher POI. All decisions as to POI eligibility rest with the Commanding Officer.

4.6.3.1 A 2LM who has been assigned to other duty preventing currency in the C-9B aircraft for a period exceeding 24 months is not eligible for Refresher

2LM training and must complete the basic POI prior to re-designation as a 2LM.

| VMR-1 C-9B 2ND LOADMASTER<br>Refresher POI               |                                    |        |
|--|------------------------------------|--------|
| Weeks  | Phase of Instruction               | Unit   |
| 1  | Water Survival/Flight Physiology * | NAWSTP |
| 2  | Core Introduction (1000 Phase)     | VMR-1  |
| 2  | Core Skill (2000 Phase)            | VMR-1  |
| 2  | Mission Skill (3000 Phase)         | VMR-1  |
| * Required only if NAWSTP Swim Qualification is expired. |                                    |        |

4.6.4 POI FOR INSTRUCTOR 2ND LOADMASTER UNDER TRAINING (IUT). The 2LMIUT shall have been recommended by the Squadron Standardization Board and approved by the Commanding Officer prior to commencing this POI. All decisions as to POI eligibility rest with the Commanding Officer. The 2LMIUT will complete IFAM-4000 and IFAM-4001 prior to assignment to the 2LM Instructor or 2LM NATOPS Instructor/Evaluator Training.

| VMR-1 C-9B 2ND LOADMASTER<br>Instructor POI |                               |       |
|---|-------------------------------|-------|
| Weeks                                       | Phase of Instruction          | Unit  |
| 1   | 2LM Instructor Training       | VMR-1 |
| 1   | 2LM NATOPS Evaluator Training | VMR-1 |

#### 4.7 SYLLABUS NOTES

##### 4.7.1 Environmental Conditions Matrix

| Environmental Conditions   |   |
|--|---|
| Code   | Meaning   |
| D  | Shall be flown during hours of daylight: (by exception - there is no use of a symbol)           |
| N*   | Shall be flown during hours of darkness must be flown unaided                                   |
| (N*)   | May be flown during hours of darkness - If flown during hours of darkness must be flown unaided |
| Note - If the event is to be flown in the simulator the Simulator Instructor shall set the desired environmental conditions for the event. |   |

##### 4.7.2 Device Matrix

| DEVICE (Aviation Flying)   |  |
|--|--|
| Symbol   | Meaning                                      |
| A  | Flown in aircraft                            |
| A/S  | Aircraft preferred may be flown in simulator |
| S  | Flown in simulator                           |
| S/A  | Simulator preferred may be flown in aircraft |
| Note - If the event is to be flown in the simulator the Simulator Instructor shall set the desired environmental conditions for the event. |  |

##### 4.7.3 Program of Instruction Matrix

| PROGRAM OF INSTRUCTION MATRIX   |        |   |  |
|---|--------|---|--|
| Program of Instruction (POI)  | Symbol | Aviation Flying   | Aviation Ground  |
| Basic   | B      | Initial MOS/Skill Training  | Initial MOS training                                     |
| Refresher   | R      | DIFDEN to DIFOPS in same T/M/S  | Return to community from non (MOS/Skill) associated tour |
| Maintain  | M      | All individuals who have attained CSF/MSP/CPD by initial POI assignment are re-assigned to the M POI to maintain proficiency. |  |
| *Many communities will assign transition and conversion aircrew to the basic POI. |        |   |  |

#### 4.7.4 Event Terms

| EVENT TERMS |   |
|-------------|---|
| TERM        | DESCRIPTION   |
| Discuss     | An explanation of systems, procedures, or maneuvers during the brief, in flight, or post flight. Student is responsible for knowledge of procedures.  |
| Demonstrate | The description and performance of a particular maneuver/event by the instructor, observed by the 2LMUI/student. The 2LMUI/student is responsible for knowledge of the procedures prior to the demonstration of a required maneuver/student.                                |
| Introduce   | The instructor may demonstrate a procedure or maneuver to a student, or may coach the 2LMUI through the maneuver without demonstration. The 2LMUI performs the procedures or maneuver with coaching as necessary. The 2LMUI is responsible for knowledge of the procedures. |
| Practice    | The performance of a maneuver or procedure by the 2LMUI/student that may have been previously introduced in order to attain a specified level of performance.   |
| Review      | Demonstrated proficiency of a maneuver by the 2LMUI/student.  |
| Evaluate    | Any flight designed to evaluate aircrew standardization that does not fit another category such as SARCK, HACCK, T2PCK, etc.  |
| E-Coded     | This term means that documentation (ATF) is required each time the event is logged. Requires evaluation by a certified standardization instructor (NATOPS I, WTI, INST Evaluator etc.)  |

4.8 CORE SKILL INTRODUCTION FRS ACADEMIC PHASE (0000 Phase). There are no 0000 phase events in the C-9B T&R manual. However, the squadron training listed below is required.

4.8.1 The following one-week ground training syllabus is intended as squadron-level training for 2nd Loadmasters during initial qualification. Refresher 2nd Loadmasters are exempt from this ground training syllabus. This ground training may be conducted concurrently with the flight training syllabus. However, the ground training syllabus must be complete prior to the designation flight (DESG-6200).

General aircraft description  
Aircraft systems  
Aircraft emergency equipment and systems  
Emergency procedures  
2LM procedures and responsibilities  
Personal flying equipment requirements  
Aircraft mission  
NATOPS open and closed book examinations

4.9 CORE SKILL INTRODUCTION PHASE (1000). The core skill introduction phase is designed to familiarize the 2LMUI with C-9B ground servicing, normal procedures, CRM, systems operation and limitations, and emergency procedures.

#### 4.10 CORE SKILL INTRODUCTION STAGES (1000)

| PARAGRAPH | STAGE                 |
|-----------|-----------------------|
| 4.10.1    | Familiarization (FAM) |

##### 4.10.1 Familiarization Flights (FAM)

4.10.1.1 Purpose. Familiarize the 2LMUI with the C-9B aircraft. Introduce NATOPS procedures, operation and servicing of aircraft equipment, and all duties and procedures required of a qualified 2LM.

4.10.1.2 Crew Requirements. TAC, T2P, CC, LM, 2LMI, 2LMUI

FAM-1300      2.0      \*      B      (N\*)      A      1 C-9B

Goal. Cabin facilities introduction.

Requirement

Discuss/Demonstrate/Introduce  
Preflight responsibilities  
Operation of the heads  
Coffee makers  
Freezer  
Refrigerator and ovens  
Duties of the 2LM during the flight  
Post flight duties

Review

Ground training material

Performance Standard. Student will have a general understanding of the responsibilities of a 2LM.

Prerequisite. Nomination by Aircrew Screening Board, approval of Commanding Officer, successful completion of water survival and flight physiology.

FAM-1301      2.0      \*      B      (N\*)      A      1 C-9B

Goal. Servicing introduction and review of previous instruction.

Requirement

Discuss/Demonstrate/Introduce  
Servicing of heads  
Maintenance of servicing carts  
Review of holding tank capabilities  
Servicing of fresh water cart  
Capacities of the holding tank

Review

Previously covered material

Performance Standard. 2LMUI will demonstrate proficiency in all previously covered training and have a general knowledge of all items covered pertaining to FAM-1300.

Prerequisite. FAM-1300

FAM-1302      2.0      \*      B,R      (N\*)      A      1 C-9B

Goal. Introduce the 2LM responses/actions required during each ground and airborne emergency.

Requirement

Discuss/Demonstrate/Introduce  
Rapid depressurization/emergency descent  
Fuselage fire  
Cabin smoke/fume elimination  
In-flight hazardous spill  
Crash landing/abnormal landing/ditching  
Refilling of walk around oxygen bottles  
Location and use of all emergency equipment

Review

Previously covered material

Performance Standard. 2LMUI will demonstrate proficiency regarding all previous training and be introduced to new material. Student should be

able to demonstrate all asterisk emergency procedure items which involve the 2LM position.

Prerequisite. FAM-1301

#### 4.11 CORE SKILL PHASE (2000)

##### 4.11.1 General

Core Skill Phase in the C-9B introduces the 2LMUI to the requirements and responsibilities when carrying passengers, cargo, and VIPs (Code 7 and higher).

#### 4.12 CORE SKILL INTRODUCTION STAGES (2000)

| PARAGRAPH | STAGE                            |
|-----------|----------------------------------|
| 4.12.1    | Passenger Familiarization (PFAM) |
| 4.12.2    | VIP Familiarization (VFAM)       |

##### 4.12.1 Passenger Familiarization (PFAM)

4.12.1.1 Purpose. Instruct the 2LMUI in proper procedures for passenger handling.

4.12.1.2 Crew Requirements. TAC, T2P, 1M, 2LMI, 2LMUI

PFAM-2100 2.0 \* B (N\*) A 1 C-9B

Goal. 2LMUI will be instructed on 2LM responsibilities on a passenger flight.

##### Requirement

###### Discuss

Passenger and baggage handling  
Responsibilities on turn-around  
Handling, storing, preparing, and serving in-flight meals  
RON procedures

###### Demonstrate/Introduce

Passenger and baggage handling  
Responsibilities on turn-around  
Handling, storing, preparing, and serving in-flight meals  
RON procedures

###### Review

Previously covered material as necessary

Performance Standard. Student will demonstrate proficiency in all previously covered training and have a general knowledge of all items covered pertaining to FAM-1301.

Prerequisite. FAM-1302

PFAM-2101 2.0 365 B,R,M (N\*) A 1 C-9B

Goal. 2LMUI will demonstrate proficiency in all aspects of duties and responsibilities on a passenger flight.

##### Requirement

###### Discuss

Passenger and baggage handling  
Responsibilities on turn-around



Handling, storing, preparing, and serving in-flight meals  
RON procedures

Review

Passenger and baggage handling  
Responsibilities on turn-around  
Handling, storing, preparing, and serving in-flight meals  
RON procedures  
Previously covered material as necessary

Performance Standard. 2LMUI will demonstrate proficiency in all previously covered training and have a general knowledge of all items covered pertaining to FAM-2101.

Prerequisite. PFAM-2100

4.12.2 VIP Familiarization (VFAM)

4.12.2.1 Purpose. Instruct the 2LMUI in the proper procedures when carrying a VIP passenger.

4.12.2.2 Crew Requirements. TAC, T2P, LM, 2LMI, 2LMUI

VFAM-2200 2.0 A B (N\*) A 1 C-9B

Goal. 2LMUI will be instructed on responsibilities on a VIP flight.

Requirement

Discuss

Unique procedures during the flight  
Uniform and appearance during the flight

Demonstrate/Introduce

Unique procedures during the flight  
Uniform and appearance during the flight

Review

Previously covered material as necessary

Performance Standard. Student will demonstrate proficiency in all previously covered training and have a general knowledge of all items covered pertaining to VFAM-2200.

Prerequisite. FAM-1302

VFAM-2201 2.0 365 B,R,M (N\*) A 1 C-9B

Goal. 2LMUI will demonstrate proficiency in all aspects of duties and responsibilities on a VIP flight.

Requirement

Discuss

Unique procedures during the flight  
Uniform and appearance during the flight

Review

Unique procedures during the flight  
Uniform and appearance during the flight  
Previously covered material as necessary

Performance Standard. 2LMUI will demonstrate proficiency in all previously covered training and conduct VIP procedures with minimal supervision from the 2LM instructor.

Prerequisite. VFAM-2200

4.13 MISSION SKILLS PHASE (3000)

4.13.1 General. The Mission Skill Phase is designed to familiarize the 2LMUI with the unique missions and challenges associated with the VMR-1, C-9B. Mission Skills are designed to fulfill the requirements of the C-9B Mission Essential Task List as defined by the associated Marine Corps Task (MCT).

4.14 MISSION SKILL STAGES (3000)

| PARAGRAPH | STAGE                             |
|-----------|-----------------------------------|
| 4.14.1    | Operational Support Airlift (OSA) |
| 4.14.2    | Air Logistics Support (ALS)       |

4.14.1 Operational Support Airlift (OSA)

4.14.1.1 Purpose. This event is designed to fulfill the requirement set in MCT 1.3.4.1.2, conduct OSA.

4.14.1.2 General. It is understood that many missions will be a combination of both passenger and cargo transportation and both codes will be used when filling out the NAVFLIR. Both codes are made available for flights that clearly fall into a single category.

4.14.1.3 Crew Requirement. Full mission crew.

OSA-3100 2.0 180 B,R,M (N\*) A 1 C-9B

Goal. Introduce the 2LMUI to the JOSAC/ASM passenger mission or provide continued update to the skills of the 2LM while performing the passenger mission.

Requirement. 2LM/2LMUI will execute a JOSAC/ASM passenger mission and perform all 2LM flight related duties safely and proficiently.

Performance Standard. 2LM/2LMUI will safely conduct all duties related to the JOSAC passenger mission with proficiency.

Prerequisite. DESG-6200

4.14.2 Air Logistics Support (ALS)

4.14.2.1 Purpose. This event is designed to fulfill the requirement set in MMC 4.3.8, conduct ALS.

4.14.2.2 General. It is understood that many missions will be a combination of both passenger and cargo transportation and both codes will be used when filling out the NAVFLIR. Both codes are made available for flights that clearly fall into a single category.

4.14.2.3 Crew Requirement. Full mission crew.

ALS-3200 2.0 180 B,R,M (N\*) A 1 C-9B

Goal. Introduce the 2LMUI to the C-9B cargo mission or provide continued update to the 2LM skills used while performing the cargo missions.

Requirement. 2LM/2LMUI will execute a JOSAC cargo mission and perform all 2LM flight related duties safely and proficiently.

Performance Standard. 2LM/2LMUI will safely conduct all duties related to the JOSAC cargo mission with proficiency

Prerequisite. DESG-6200

4.15 CORE PLUS SKILL PHASE (4000)

4.15.1 General. Core Skill Plus Phase in the C-9B introduces the 2LMUI to the requirements and responsibilities when flying internationally.

4.16 CORE PLUS SKILL STAGES (4000)

| PARAGRAPH | STAGE                                      |
|-----------|--|
| 4.16.1    | International/Transoceanic Familiarization |

4.16.1 International/Transoceanic Familiarization (IFAM)

4.16.1.1 Purpose. To instruct the 2LMUI in procedures required when flying on IFAM flights. This phase is established to prepare the 2LMUI for follow-on instruction in the 2LM Instructor and 2LM NATOPS Evaluator Phases.

4.16.1.2 Crew Requirements. TAC, T2P, LM, 2LMI, 2LMUI

IFAM-4000 3.0 \* B (N\*) A 1 C-9B

Goal. 2LMUI will be instructed on responsibilities on an International/Transoceanic flight.

Requirement

Discuss

Over water passenger brief  
Location and use of all rafts, slides and life vests  
Ditching procedures  
International procedures

Demonstrate/Introduce

Over water passenger brief  
Location and use of all rafts, slides and life vests  
Ditching procedures  
International procedures

Review

Previously covered material as necessary

Performance Standard. 2LMUI will demonstrate proficiency in all previously covered training and have a general knowledge of all items covered pertaining to IFAM-2300.

Prerequisite. FAM-1302

IFAM-4001 3.0 365 B,R,M (N\*) A 1 C-9B

Goal. 2LM/2LMUI will demonstrate proficiency in all aspects of duties and responsibilities on an IFAM flight.

Requirement

Discuss

Over water passenger brief  
Location and use of all rafts, slides and life vests  
Ditching procedures  
International procedures

Review

Over water passenger brief  
Location and use of all rafts, slides and life vests  
Ditching procedures

International procedures

Performance Standard. 2LM/2LMUI will demonstrate proficiency in all previously covered training and conduct all overwater related 2LM duties with minimal supervision. Student needs to be capable of independently conducting all 2LM duties related to IFAM flight.

Prerequisite. IFAM-2300

4.17 INSTRUCTOR TRAINING PHASE (5000)

4.17.1 General. The instructor training phase is designed to provide the squadron with a cadre of qualified instructors needed to ensure quality training at all times.

| PARAGRAPH | STAGE                           |
|-----------|---------------------------------|
| 4.18.1    | Instructor Under Training (IUT) |

4.18 Instructor Training Stages (5000)

4.18.1 Instructor Under Training (IUT)

4.18.1.1 Purpose. Develop qualified 2nd Loadmaster instructors with the ability to teach all phases of C-9B flight and mission requirements.

4.18.1.2 General. A 2LMI is qualified to instruct in all phases of aircraft operations. A 2LM must have 100 hours (waiverable by the Commanding Officer) in the C-9B before being recommended for the instructor syllabus.

4.18.1.2 Crew Requirements. TAC, T2P, CC, LM, 2LMI/E, 2LMIUT, 2LM

IUT-5100 3.0 \* B,R (N\*) E A 1 C-9B

Goal. Instruction introduction.

Requirement

Brief/Discuss

Conduct of training flight  
Instructional techniques  
T&R and syllabus evaluation forms

Review

The 2LMI shall observe a 2LMIUT instruct a 2LMUI on a syllabus flight. The 2LMI shall demonstrate emphasis upon evaluating the 2LMIUT's instruction of aircraft servicing, passenger handling, and emergency procedures.

Performance Standard. 2LMIUT should have a solid knowledge of aircraft and 2LM responsibilities during all aspects of ground and flight operations.

Prerequisite. DESG-6200, IFAM-4001, 100 hours in C-9B as a 2LM

IUT-5101 3.0 \* B,R (N\*) E A 1 C-9B

Goal. Qualify the 2LM as a 2LM ANI.

Requirement

Discuss

Conduct of evaluation flight  
Review all 2LM/2LMI ground and flight responsibilities, publications, and required documentation

Review. The 2LM shall perform all duties of a 2LMI on a flight with a 2LMUI while being evaluated by a 2LM NATOPS Instructor/Evaluator.

Performance Standard. 2LM will demonstrate the requisite maturity, instructional ability, and standardization expected of a 2LMI.

Prerequisite. IUT-5100

IUT-5102      3.0      \*      B,R      (N\*)      E      A      1 C-9B

Goal. Qualify the 2LMI as a NATOPS Instructor/Evaluator 2LM NI/NE.

Requirement

Discuss

Conduct of evaluation flight  
Responsibilities of the 2LM NI/NE

Review

The 2LM ANI shall be evaluated by a 2LM NATOPS Evaluator while instructing a 2LMUI  
The 2LM ANI being evaluated must display the maturity, integrity, and knowledge of the aircraft required to conduct a NATOPS evaluation

Performance Standard. Student will demonstrate the requisite maturity, instructional ability, and standardization expected of a 2LM NI/NE.

Prerequisite. IUT-5101

4.19      REQUIREMENTS, CERTIFICATIONS, QUALIFICATIONS, AND DESIGNATIONS  
            (RCQD) PHASE (6000)

4.19.1      General. The 6000 phase encompasses the events required to maintain currency with all certifications, qualifications, and designations.

4.20      REQUIREMENTS, CERTIFICATIONS, QUALIFICATIONS, AND DESIGNATIONS  
            (RCQD) STAGES (6000)

| PARAGRAPH | STAGE               |
|-----------|---------------------|
| 4.21.1    | Academics (ACAD)    |
| 4.21.2    | NATOPS (NTPS)       |
| 4.21.3    | Designations (DESG) |

4.21.1      Academics (ACAD)

4.21.1.1      Purpose. To complete the academic requirements for subsequent annual evaluation flights.

ACAD-6000      1.0      365      B,R,M      E

Goal. The NATOPS open book examination shall consist of, but not be limited to the question bank. The purpose of the open book examination is to evaluate the 2nd Loadmaster's knowledge of the appropriate publications and the aircraft.

Performance Standard. Achieve a minimum score of 3.5 on the open book examination.

ACAD-6001 1.0 365 B,R,M E

Goal. The purpose of the NATOPS closed book examination is to evaluate the 2nd Loadmaster's knowledge of the concerning normal/emergency procedures and aircraft limitations.

Requirement. Conduct NATOPS closed book examination.

Performance Standard. Achieve a minimum score of 3.3 on the closed book examination.

Prerequisite. ACAD-6000

ACAD-6002 1.0 365 B,R,M E

Goal. The NATOPS oral examination shall consist of, but not be limited to the question bank. The instructor may draw upon their experience to propose questions of a direct and positive manner and in no way be opinionated to evaluate the 2nd Loadmaster's knowledge of the concerning normal/emergency procedures, aircraft limitations, and performance.

Requirement. Conduct NATOPS oral examination.

Performance Standard. Achieve a minimum grade of qualified on the oral examination.

Prerequisite. ACAD-6000 and ACAD-6001

ACAD-6005 1.0 365 B,R,M E

Goal. CRM ground instruction in accordance with applicable directives and instructions.

Requirement. Conduct CRM evaluation.

Performance Standard. Demonstrate satisfactory knowledge of CRM 2LM principles and their application.

ACAD-6006 1.0 30 B,R,M E

Goal. Monthly emergency procedures exam.

Requirement. Conduct a monthly emergency procedures exam per NAVMC 3500.14.

Performance Standard. Achieve a passing grade on monthly emergency procedures exam.

ACAD-6007 1.0 90 B,R,M (N) E S/A 1 C-9B

Goal. Emergency procedure review.

Requirement. This event will review C-9B emergency procedures and fulfills the requirement of quarterly emergency procedures simulator training per NAVMC 3500.14. This event can be accomplished in the aircraft while airborne or on the deck.

Performance Standard. Comply with C-9B NFM emergency procedures.

#### 4.21.2 NATOPS Evaluations (NTPS)

4.21.2.1 Purpose. Provide annual NATOPS and CRM evaluation flights.

NTPS-6100 2.0 365 B,R,M (N) E A/S 1 C-9B

Goal. Conduct annual NATOPS evaluation.

Requirement. Proficiency in the utilization of all aspects of the C-9B. The proficiency expected by the evaluator in this flight shall be commensurate with the experience of the 2nd Loadmaster under evaluation.

Performance Standard. The performance expected by the evaluator in this flight shall be commensurate with the experience level of the 2nd Loadmaster under evaluation.

Prerequisite. ACAD-6000, ACAD-6001, and ACAD-6002 within 60 days preceding this event. DESG-6200.

NTPS-6101 1.0 365 B,R,M (N) E A/S 1 C-9B

Goal. Conduct annual CRM evaluation.

Requirement. Perform initial/annual CRM flight evaluation per applicable directives. May be flown in conjunction with annual NATOPS evaluation flight.

Performance Standard. Performance standards will be according to the C-9B NFM.

Prerequisite. ACAD-6005

#### 4.21.3 Designation Flights (DESG)

4.21.3.1 Purpose. To provide an evaluation flight for designation as a 2LM.

4.21.3.2 General. 2LMUI will successfully complete a flight evaluation administered by a designated NATOPS Transport Safety Specialist Instructor.

DESG-6200 3.0 \* B,R (N\*) E A 1 C-9B

Goal. 2LMUI evaluation flight. 2LMUI to demonstrate the ability to meet NATOPS qualification per Chapter 18 NATOPS evaluation criteria. The flight evaluation is designed to measure with maximum objectivity the degree of standardization demonstrated by the 2LMUI and to ensure safety of flight.

#### Requirement

##### Brief/Discuss

The 2LMUI should be prepared to brief/discuss all previously introduced material.

##### Review

All previously introduced training shall be covered with particular attention given to NATOPS and emergency procedures.

Performance Standard. The 2LMUI Check should emphasize only those areas that are germane to the 2nd Loadmaster duties and demonstrated performance required to safely execute these duties.

Prerequisite. ACAD-6000, ACAD-6001, and ACAD-6002 within 60 days preceding this event. 1000 and 2000 series complete. Ground School complete.

4.22 T&R ATTAIN AND MAINTAIN SYLLABUS MATRICES

| VMR-1 C-9B<br>2ND LOADMASTER                    |       |       |        |                    |       |               |       |                      |       |               |            |
|---|-------|-------|--------|--------------------|-------|---------------|-------|----------------------|-------|---------------|------------|
| CORE/MISSION/CORE PLUS ATTAIN & MAINTAIN MATRIX |       |       |        |                    |       |               |       |                      |       |               |            |
| CORE SKILLS (2000 PHASE)                        |       |       |        |                    |       |               |       |                      |       |               |            |
| T&R EVENT INFORMATION                           |       |       |        | ATTAIN PROFICIENCY |       |               |       | MAINTAIN PROFICIENCY |       | PREREQUISITES | CHAINING   |
| T&R DESCR2LMTION                                | STAGE | CODE  | RE FLY | BASIC POI          |       | REFRESHER POI |       | MAINTAIN POI         |       |               |            |
|   |       |       |        | STAGE              | CODE  | STAGE         | CODE  | STAGE                | CODE  |               |            |
| Pas Responsibilities                            | PFAM  | 2100  | *      | PFAM               | 2100  | PFAM          |       | PFAM                 |       | 1302          |            |
| Passenger Review                                | PFAM  | 2101R | 365    |                    | 2101R |               | 2101R |                      | 2101R | 2100          |            |
| VIP Responsibilities                            | VFAM  | 2200  | *      | VFAM               | 2200  | VFAM          |       | VFAM                 |       | 1302          |            |
| VIP Review                                      | VFAM  | 2201R | 365    |                    | 2201R |               | 2201R |                      | 2201R | 2200          | 2101       |
| MISSION SKILLS (3000 PHASE)                     |       |       |        |                    |       |               |       |                      |       |               |            |
| T&R EVENT INFORMATION                           |       |       |        | ATTAIN PROFICIENCY |       |               |       | MAINTAIN PROFICIENCY |       | PREREQUISITES | CHAINING   |
| T&R DESCR2LMTION                                | STAGE | CODE  | RE FLY | BASIC POI          |       | REFRESHER POI |       | MAINTAIN POI         |       |               |            |
|   |       |       |        | STAGE              | CODE  | STAGE         | CODE  | STAGE                | CODE  |               |            |
| Passenger Mission                               | OSA   | 3100R | 180    | OSA                | 3100R | OSA           | 3100R | OSA                  | 3100R | 6200          | 3200, 2101 |
| Cargo Mission                                   | ALS   | 3200R | 180    | ALS                | 3200R | ALS           | 3200R | ALS                  | 3200R | 6200          | 3100       |
| CORE PLUS SKILLS (4000 PHASE)                   |       |       |        |                    |       |               |       |                      |       |               |            |
| Intl/Trans Resp                                 | IFAM  | 4000  | *      | IFAM               | 2300  | IFAM          |       | IFAM                 |       | 1302          |            |
| Intl/Trans Rev                                  | IFAM  | 4001R | 365    |                    | 2301R |               | 2301R |                      | 2301R | 4000          |            |



4.23 T&R SYLLABUS MATRIX

| VMR-1 2ND LOADMASTER T&R MATRIX                      |              |                       |       |   |        |          |      |           |           |              |          |             |          |             |                        |       |           |               |
|--|--------------|-----------------------|-------|---|--------|----------|------|-----------|-----------|--------------|----------|-------------|----------|-------------|------------------------|-------|-----------|---------------|
| STAGE  | TRNG<br>CODE | T&R DESCR2LMITION     | POI   | E | DEVICE | # OF A/C | CON  | RE<br>FLY | # OF ACAD | ACAD<br>TIME | # OF SIM | SIM<br>TIME | # OF FLT | FLT<br>TIME | PREREQUISITE           | NOTES | CHAINING  | EVENT<br>CONV |
| CORE SKILL INTRODUCTION TRAINING (1000 PHASE EVENTS) |              |                       |       |   |        |          |      |           |           |              |          |             |          |             |                        |       |           |               |
| SIMULATOR (SIM)                                      |              |                       |       |   |        |          |      |           |           |              |          |             |          |             |                        |       |           |               |
| FAM  | 1300         | Cabin Intro           | B     |   | A      | 1        | (N*) | *         | 0         | 0.0          | 0        | 0.0         | 1        | 2.0         | Water Survival/Flt Phy |       |           |               |
| FAM  | 1301         | Servicing Intro       | B     |   | A      | 1        | (N*) | *         | 0         | 0.0          | 0        | 0.0         | 1        | 2.0         | 1300                   |       |           |               |
| FAM  | 1302         | Intro EPs             | B,R   |   | A      | 1        | (N*) | *         | 0         | 0.0          | 0        | 0.0         | 1        | 2.0         | 1301                   |       |           |               |
| TOTAL FAM STAGE                                      |              |                       |       |   |        |          |      |           | 0         | 0.0          | 0        | 0.0         | 3        | 6.0         |                        |       |           |               |
| TOTAL CORE SKILL INTRODUCTION PHASE (1000 PHASE)     |              |                       |       |   |        |          |      |           | 0         | 0.0          | 0        | 0.0         | 3        | 6.0         |                        |       |           |               |
| CORE SKILL TRAINING (2000 PHASE EVENTS)              |              |                       |       |   |        |          |      |           |           |              |          |             |          |             |                        |       |           |               |
| PASSENGER FAM (PFAM)                                 |              |                       |       |   |        |          |      |           |           |              |          |             |          |             |                        |       |           |               |
| PFAM   | 2100         | Passenger FAM         | B     |   | A      | 1        | (N*) | *         | 0         | 0.0          | 0        | 0.0         | 1        | 2.0         | 1302                   |       |           |               |
| PFAM   | 2101         | Passenger FAM Review  | B,R,M |   | A      | 1        | (N*) | 365       | 0         | 0.0          | 0        | 0.0         | 1        | 2.0         | 2100                   |       |           |               |
| TOTAL PFAM STAGE                                     |              |                       |       |   |        |          |      |           | 0         | 0.0          | 0        | 0.0         | 2        | 4.0         |                        |       |           |               |
| VIP FAM (VFAM)                                       |              |                       |       |   |        |          |      |           |           |              |          |             |          |             |                        |       |           |               |
| VFAM   | 2200         | VIP FAM               | B     |   | A      | 1        | (N*) | *         | 0         | 0.0          | 0        | 0.0         | 1        | 2.0         | 1302                   |       |           |               |
| VFAM   | 2201         | VIP FAM Review        | B,R,M |   | A      | 1        | (N*) | 365       | 0         | 0.0          | 0        | 0.0         | 1        | 2.0         | 2200                   |       | 2101      |               |
| TOTAL VFAM STAGE                                     |              |                       |       |   |        |          |      |           | 0         | 0.0          | 0        | 0.0         | 2        | 4.0         |                        |       |           |               |
| TOTAL CORE SKILL PHASE (2000 PHASE)                  |              |                       |       |   |        |          |      |           | 0         | 0.0          | 0        | 0.0         | 4        | 8.0         |                        |       |           |               |
| MISSION SKILL TRAINING (3000 PHASE)                  |              |                       |       |   |        |          |      |           |           |              |          |             |          |             |                        |       |           |               |
| OPERATIONAL AIRLIFT SUPPORT (OSA)                    |              |                       |       |   |        |          |      |           |           |              |          |             |          |             |                        |       |           |               |
| OSA  | 3100         | Passenger Mission     | B,R,M |   | A      | 1        | (N*) | 180       | 0         | 0.0          | 0        | 0.0         | 1        | 2.0         | 6200                   |       | 3200,2101 |               |
| TOTAL OAS STAGE                                      |              |                       |       |   |        |          |      |           | 0         | 0.0          | 0        | 0.0         | 1        | 2.0         |                        |       |           |               |
| AIR LOGISTICS SUPPORT (ALS)                          |              |                       |       |   |        |          |      |           |           |              |          |             |          |             |                        |       |           |               |
| ALS  | 3200         | Cargo Mission         | B,R,M |   | A      | 1        | (N*) | 180       | 0         | 0.0          | 0        | 0.0         | 1        | 2.0         | 6200                   |       | 3100      |               |
| TOTAL ALS STAGE                                      |              |                       |       |   |        |          |      |           | 0         | 0.0          | 0        | 0.0         | 1        | 2.0         |                        |       |           |               |
| TOTAL MISSION SKILL PHASE (3000 PHASE)               |              |                       |       |   |        |          |      |           | 0         | 0.0          | 0        | 0.0         | 2        | 4.0         |                        |       |           |               |
| CORE PLUS TRAINING (4000 PHASE)                      |              |                       |       |   |        |          |      |           |           |              |          |             |          |             |                        |       |           |               |
| INTERNATIONAL FAM (IFAM)                             |              |                       |       |   |        |          |      |           |           |              |          |             |          |             |                        |       |           |               |
| IFAM   | 4000         | Intl/Trans FAM        | B     |   | A      | 1        | (N*) | *         | 0         | 0.0          | 0        | 0.0         | 1        | 3.0         | 1302                   |       |           |               |
| IFAM   | 4001         | Intl/Trans FAM Review | B,R,M |   | A      | 1        | (N*) | 365       | 0         | 0.0          | 0        | 0.0         | 1        | 3.0         | 4000                   |       |           |               |
| TOTAL IFAM STAGE                                     |              |                       |       |   |        |          |      |           | 0         | 0.0          | 0        | 0.0         | 2        | 6.0         |                        |       |           |               |
| TOTAL MISSION SKILL PHASE (4000 PHASE)               |              |                       |       |   |        |          |      |           | 0         | 0.0          | 0        | 0.0         | 2        | 6.0         |                        |       |           |               |
| TOTAL 1000, 2000, & 3000 PHASE                       |              |                       |       |   |        |          |      |           | 0         | 0.0          | 0        | 0.0         | 11       | 24.0        |                        |       |           |               |

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| VMR-1 2ND LOADMASTER T&R MATRIX                                  |           |                       |       |   |        |          |      |        |           |           |          |          |           |          |                            |                |          |            |
|--|-----------|-----------------------|-------|---|--------|----------|------|--------|-----------|-----------|----------|----------|-----------|----------|----------------------------|----------------|----------|------------|
| STAGE  | TRNG CODE | T&R DESCR2LMITION     | POI   | E | DEVICE | # OF A/C | CON  | RE FLY | # OF ACAD | ACAD TIME | # OF SIM | SIM TIME | # OF ELTS | FLT TIME | PREREQUISITE               | NOTES          | CHAINING | EVENT CONV |
| INSTRUCTOR TRAINING (5000 PHASE EVENTS)                          |           |                       |       |   |        |          |      |        |           |           |          |          |           |          |                            |                |          |            |
| INSTRUCTOR UNDER TRAINING (IUT)                                  |           |                       |       |   |        |          |      |        |           |           |          |          |           |          |                            |                |          |            |
| IUT  | 5100      | Instructor Intro      | B,R   | E | A      | 1        | (N*) | *      | 0         | 0.0       | 0        | 0.0      | 1         | 3.0      | 6200,4001, 100 hrs in C-9B |                |          |            |
| IUT  | 5101      | Instructor Eval       | B,R   | E | A      | 1        | (N*) | *      | 0         | 0.0       | 0        | 0.0      | 1         | 3.0      | 5100                       |                |          |            |
| IUT  | 5102      | NATOPS Eval Flight    | B,R   | E | A      | 1        | (N*) | *      | 0         | 0.0       | 0        | 0.0      | 1         | 3.0      | 5101                       |                |          |            |
| TOTAL IUT STAGE  |           |                       |       |   |        |          |      |        | 0         | 0.0       | 0        | 0.0      | 3         | 9.0      |                            |                |          |            |
| INSTRUCTOR TRAINING (5000 PHASE EVENTS) TOTAL                    |           |                       |       |   |        |          |      |        | 0         | 0.0       | 0        | 0.0      | 3         | 9.0      |                            |                |          |            |
| REQUIREMENT, QUALIFICATIONS, AND DESIGNATIONS (RQD) (6000 PHASE) |           |                       |       |   |        |          |      |        |           |           |          |          |           |          |                            |                |          |            |
| RQD ACADEMICS (ACAD)   |           |                       |       |   |        |          |      |        |           |           |          |          |           |          |                            |                |          |            |
| ACAD   | 6000      | NATOPS Open Exam      | B,R,M | E |        |          |      |        | 365       | 1         | 1.0      | 0        | 0.0       | 0        | 0.0                        |                |          |            |
| ACAD   | 6001      | NATOPS Closed Exam    | B,R,M | E |        |          |      |        | 365       | 1         | 1.0      | 0        | 0.0       | 0        | 0.0                        | 6000           |          |            |
| ACAD   | 6002      | NATOPS Oral Exam      | B,R,M | E |        |          |      |        | 365       | 1         | 1.0      | 0        | 0.0       | 0        | 0.0                        | 6000,6001      |          |            |
| ACAD   | 6005      | CRM Ground Class      | B,R,M | E |        |          |      |        | 365       | 1         | 1.0      | 0        | 0.0       | 0        | 0.0                        |                |          |            |
| ACAD   | 6006      | Monthly EP Exam       | B,R,M | E |        |          |      |        | 30        | 1         | 1.0      | 0        | 0.0       | 0        | 0.0                        |                |          |            |
| ACAD   | 6007      | 90 EP Review          | B,R,M | E | S/A    | 1        |      |        | 90        | 1         | 1.0      | 0        | 0.0       | 0        | 0.0                        |                |          |            |
| TOTAL ACAD STAGE   |           |                       |       |   |        |          |      |        | 6         | 6.0       | 0        | 0.0      | 0         | 0.0      |                            |                |          |            |
| NATOPS   |           |                       |       |   |        |          |      |        |           |           |          |          |           |          |                            |                |          |            |
| NTPS   | 6100      | NATOPS Evaluation     | B,R,M | E | A/S    | 1        | (N)  |        | 365       | 0         | 0.0      | 0        | 0.0       | 1        | 2.0                        | 6000,6001,6002 |          |            |
| NTPS   | 6101      | CRM Flight Evaluation | B,R,M | E | A/S    | 1        | (N)  |        | 365       | 0         | 0.0      | 0        | 0.0       | 1        | 1.0                        | 6005           |          |            |
| NATOPS TOTAL   |           |                       |       |   |        |          |      |        | 0         | 0.0       | 0        | 0.0      | 2         | 3.0      |                            |                |          |            |
| T3P, T2P, TAC DESIGNATIONS (DESG)                                |           |                       |       |   |        |          |      |        |           |           |          |          |           |          |                            |                |          |            |
| DESG   | 6200      | 2LM Designation       | B,R   | E | A      | 1        | (N*) | *      | 0         | 0.0       | 0        | 0.0      | 1         | 3.0      |                            |                |          |            |
| TOTAL DESG STAGE   |           |                       |       |   |        |          |      |        | 0         | 0.0       | 0        | 0.0      | 1         | 3.0      |                            |                |          |            |
| RQD TOTAL (6000 PHASE)   |           |                       |       |   |        |          |      |        | 6         | 6.0       | 0        | 0.0      | 3         | 6.0      |                            |                |          |            |
| TOTAL 5000,6000 STAGES   |           |                       |       |   |        |          |      |        | 6         | 6.0       | 0        | 0.0      | 6         | 15.0     |                            |                |          |            |
| TOTAL 2000,3000,4000,5000,6000 STAGES                            |           |                       |       |   |        |          |      |        | 6         | 6.0       | 0        | 0.0      | 17        | 39.0     |                            |                |          |            |

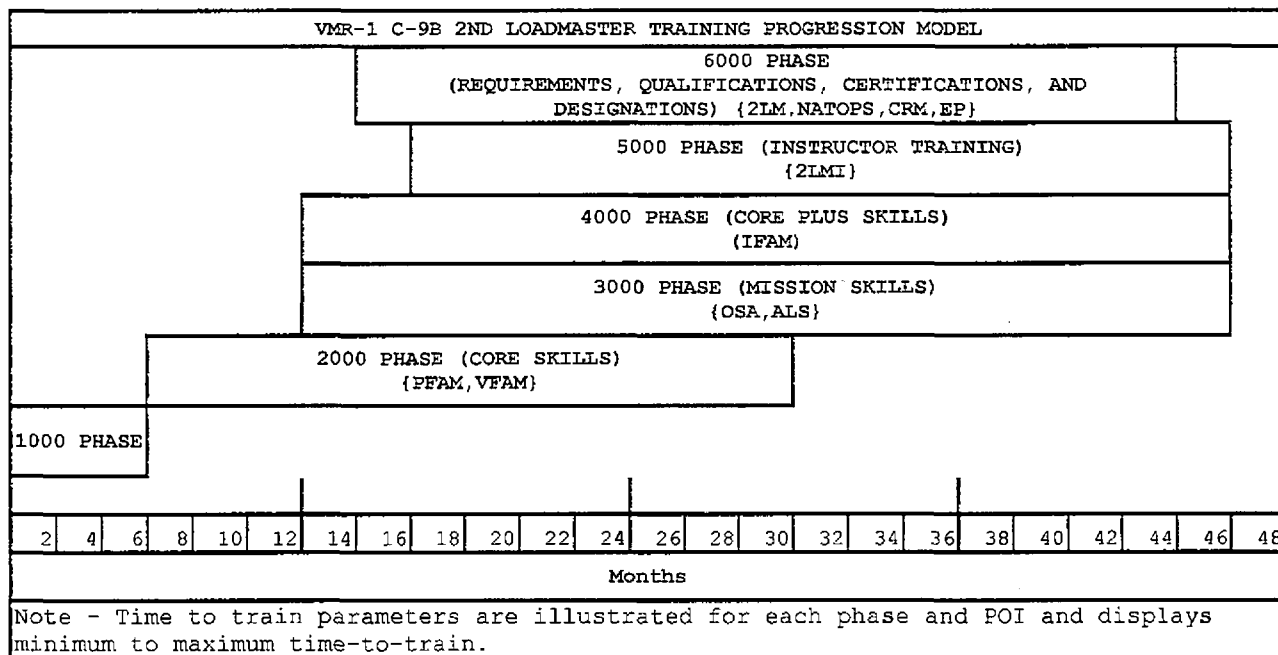
CHAPTER 4  
2ND LOADMASTER

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4.0 INDIVIDUAL TRAINING AND READINESS REQUIREMENTS. This T&R syllabus is based on specific goals and performance standards designed to ensure individual proficiency in Core, Mission, and Core Plus Skills. The goal of this chapter is to develop individual and unit war fighting capabilities.

4.1 TRAINING PROGRESSION MODEL. This model represents the recommended training progression for the average C-9B 2nd Loadmaster (2LM). Units should use the model as a guide to generate individual training plans.



#### 4.2 ABBREVIATIONS

| VMR-1 C-9B 2ND LOADMASTER                    |  |
|--|--|
| CORE/MISSION/CORE PLUS SKILL ABBREVIATIONS   |  |
| CORE SKILLS (2000 Phase)                     |  |
| FAM  | Familiarization                            |
| PFAM   | Passenger Familiarization                  |
| VFAM   | VIP Familiarization                        |
| MISSION SKILLS (3000 Phase)                  |  |
| OSA  | Operational Support Airlift                |
| ALS  | Air Logistics Support                      |
| CORE PLUS SKILLS (4000 Phase)                |  |
| IFAM   | International/Transoceanic Familiarization |
| INSTRUCTOR (5000 Phase)                      |  |
| 2LMI   | Second Loadmaster Instructor               |
| QUALIFICATIONS AND DESIGNATIONS (6000 Phase) |  |
| ACAD   | Academics                                  |
| NTPS   | NATOPS                                     |
| 2LM  | Second Loadmaster                          |
| EP   | Emergency Procedures                       |

#### 4.3 DEFINITIONS

| TERM                                 | DEFINITION  |
|--------------------------------------|---|
| Core Model                           | The Core Model is the basic foundation or standardized format by which all T&Rs are constructed. The Core Model provides the capability of quantifying both unit and individual training requirements and measuring readiness. This is accomplished by linking community Mission Statements, Mission Essential Task Lists, Output Standards, Core Skill Proficiency Requirements and Combat Leadership Matrices |
| Core Skill                           | Fundamental, environmental, or conditional capabilities required to perform basic functions. These basic functions serve as tactical enablers that allow crews to progress to the more complex Mission Skills. Primarily 2000 Phase events but may be introduced in the 1000 Phase.   |
| Mission Skill                        | Mission Skills enable a unit to execute a specific MET. They are comprised of advanced event(s) that are focused on MET performance and draw upon the knowledge, aeronautical abilities, and situational awareness developed during Core Skill training. 3000 Phase events.   |
| Core Plus Skill                      | Training events that can be theater specific or that have a low likelihood of occurrence. They may be Fundamental, environmental, or conditional capabilities required to perform basic functions. 4000 Phase events.   |
| Core Plus Mission                    | Training events that can be theater specific or that have a low likelihood of occurrence. They are comprised of advanced event(s) that are focused on Core Plus MET performance and draw upon the knowledge, aeronautical abilities, and situational awareness. 4000 Phase events.  |
| Core Skill Proficiency (CSP)         | CSP is a measure of training completion for 2000 Phase events. CSP is attained by executing all events listed in the Attain Table for each Core Skill. The individual must be simultaneously proficient in all events within that Core Skill to attain CSP.   |
| Mission Skill Proficiency (MSP)      | MSP is a measure of training completion for 3000 Phase events. MSP is attained by executing all events listed in the Attain Table for each Mission Skill. The individual must be simultaneously proficient in all events within that Mission Skill to attain MSP. MSP is directly related to Training Readiness.  |
| Core Plus Skill Proficiency (CPSP)   | CPSP is a measure of training completion for 4000 Phase "Skill" events. CPSP is attained by executing all events listed in the Attain Table for each Core Plus Skill. The individual must be simultaneously proficient in all events within that Core Plus Skill to attain CPSP.  |
| Core Plus Mission Proficiency (CPMP) | CPMP is a measure of training completion for 4000 Phase "Mission" events. CPMP is attained by executing all events listed in the Attain Table for each Core Plus Mission. The individual must be simultaneously proficient in all events within that Core Plus Mission to attain CPMP.  |

#### 4.4 INDIVIDUAL CORE/MISSION/CORE PLUS SKILL PROFICIENCY REQUIREMENTS

4.4.1 Management of individual CSP/MSP/CPSP/CPMP serves as the foundation for developing proficiency requirements in DRRS.

4.4.2 Individual CSP is a "Yes/No" status assigned to an individual by Core Skill. When an individual attains and maintains CSP in a Core Skill, the individual counts towards CMMR Unit CSP requirements for that Core Skill.

4.4.3 Proficiency is attained by individual Core/Mission/Core Plus Skill and the training events to be executed within that skill set are determined by POI assignment (Basic, Transition, Conversion, Series Conversion, or Refresher).

4.4.4 Once proficiency has been attained by Core/Mission/Core Plus Skill (by any POI assignment) then the individual maintains proficiency by executing those events within the maintain column. An individual maintains proficiency by individual Core/Mission/Core Plus Skill.

**\*Note\***

Individuals may be attaining proficiency in some Core/Mission/Core Plus Skills while maintaining proficiency in other Core/Mission/Core Plus Skills.

4.4.5 Once proficiency has been attained, should one lose proficiency in an event in the maintain column, proficiency can be attained by demonstrating proficiency in the event which was delinquent. Should an individual lose proficiency in all events in the Maintain column by Core/Mission/Core Plus Skill, the individual will be assigned to the Refresher POI for that Core/Mission/Core Plus Skill. To regain proficiency for that Core/Mission/Core Plus Skill the individual must demonstrate proficiency in all R-coded events for that Core/Mission/Core Plus Skill.

| VMR-1 C-9B 2ND LOADMASTER  |       |               |       |                      |       |
|--|-------|---------------|-------|----------------------|-------|
| ATTAIN AND MAINTAIN CORE/MISSION/CORE PLUS PROFICIENCY MATRIX BY POI |       |               |       |                      |       |
| ATTAIN PROFICIENCY   |       |               |       | MAINTAIN PROFICIENCY |       |
| BASIC POI  |       | REFRESHER POI |       | MAINTAIN POI         |       |
| CORE SKILL (2000 Phase)  |       |               |       |                      |       |
| PFAM   | 2100  | PFAM          |       | PFAM                 |       |
|  | 2101R |               | 2101R |                      | 2101R |
| VFAM   | 2200  | VFAM          |       | VFAM                 |       |
|  | 2201R |               | 2201R |                      | 2201R |
| MISSION SKILL (3000 Phase)   |       |               |       |                      |       |
| OSA  | 3100R | OSA           | 3100R | OSA                  | 3100R |
| ALS  | 3200R | ALS           | 3200R | ALS                  | 3200R |
| CORE PLUS SKILL (4000 Phase)   |       |               |       |                      |       |
| IFAM   | 4000  | IFAM          |       | IFAM                 |       |
|  | 4001R |               | 4001R |                      | 4001R |
| S prefix and blue font = R-coded "Refresher" event                   |       |               |       |                      |       |
| R suffix and Grey highlight = R-coded "Refresher" event              |       |               |       |                      |       |

4.5 CERTIFICATION, QUALIFICATION AND DESIGNATION TABLES. The tables below delineate T&R events required to be completed to attain proficiency, initial qualifications and designations. In addition to event requirements, all required stage lectures, briefs, squadron training, prerequisites, and other criteria shall be completed prior to completing final events. Certification, qualification and designation letters signed by the Commanding Officer shall be placed in Aircrew Performance Records (APR) and NATOPS. Loss of proficiency in all qualification events causes the associated qualification to be lost. Regaining a qualification requires completing all R-coded syllabus events associated with that qualification.

4.5.1 INSTRUCTOR DESIGNATIONS

| VMR-1 C-9B 2ND LOADMASTER                   |                |
|---|----------------|
| INSTRUCTOR DESIGNATIONS (5000 Phase)        |                |
| INSTRUCTOR DESIGNATION                      | EVENTS         |
| 2LM ASSISTANT NATOPS INSTRUCTOR (2LM ANI)   | 5100,5101      |
| 2LM NATOPS EVALUATOR/INSTRUCTOR (2LM NE/NI) | 5100,5101,5102 |

4.5.2 REQUIREMENTS, CERTIFICATIONS, QUALIFICATIONS, AND DESIGNATIONS

4.5.2.1 The tables below delineate T&R events required to be completed to attain initial qualifications and designations. All stage lectures, briefs, squadron training, prerequisites, and open and closed book NATOPS exams shall be complete and graded prior to completing evaluation flights. Qualification and designation letters signed by the Commanding Officer shall be placed in individual NATOPS and APR jackets.

| VMR-1 C-9B 2ND LOADMASTER<br>REQUIREMENTS, CERTIFICATIONS, QUALIFICATIONS, AND DESIGNATIONS (R,C,Q,& D) [6000 Phase] |                        |
|--|------------------------|
| R,C,Q,& D  | EVENTS                 |
| QUALIFICATIONS   |                        |
| NATOPS   | 6000, 6001, 6002, 6100 |
| CRM  | 6005, 6101             |
| DESIGNATIONS   |                        |
| 2LM  | 6100, 6200             |

4.6 VMR-1 C-9B 2ND LOADMASTER PROGRAMS OF INSTRUCTION (POI). These tables reflect average time-to-train versus the minimum to maximum time-to-train parameters in the Training Progression Model.

4.6.1 2LM training and designation sets the foundation for follow-on training as a Loadmaster or Crew Chief. Designation as a 2LM is a requirement for a C-9B air crewman to be considered by the squadron Standardization Board for assignment to either the Loadmaster syllabus or Crew Chief syllabus.

4.6.2 Basic POI. A Basic 2nd Loadmaster (2LM) shall be defined as an individual who has no previous experience as a 2LM. The 2LM Under Instruction (2LMUI) shall be screened by the squadron Aircrew Screening Board and approved by the Commanding Officer prior to commencing this POI. Every effort should be made to conduct VIP training codes aboard actual VIP missions, however, it is permissible to conduct simulated VIP missions as required in order to continue the student through the syllabus. All decisions as to POI eligibility rest with the Commanding Officer. The 2LM Under Instruction shall be considered qualified to function as a qualified 2LM on both CONUS and OCONUS missions upon completion of the 2LM designation flight (DESG-6200). Upon completion of the 2LM designation, the 2LM must complete OSA-3100 and ALS-3200 under the supervision of an instructor prior to performing those duties individually. Additionally, the 2LM becomes eligible for consideration by the squadron Standardization Board for assignment to the Loadmaster or Crew Chief syllabus upon designation as a 2LM. The International/Trans Oceanic flights (IFAM 4000 and IFAM 4001) are established to ensure the 2LM has been exposed to Overwater/International procedures prior to assignment to the 2LM NATOPS Instructor/Evaluator Phases. As such, these flights shall be complete prior to commencing the 2LM Instructor or 2LM NATOPS Instructor/Evaluator syllabus.

| VMR-1 C-9B 2ND LOADMASTER<br>Basic POI |                                      |        |
|--|--------------------------------------|--------|
| Weeks                                  | Phase of Instruction                 | Unit   |
| 1                                      | Water Survival/Flight Physiology     | NAWSTP |
| 1                                      | Ground Training                      | VMR-1  |
| 3                                      | Core Skill Introduction (1000 Phase) | VMR-1  |
| 3                                      | Core Skill (2000 Phase)              | VMR-1  |
| 3                                      | Mission Skill (3000 Phase)           | VMR-1  |

4.6.3 Refresher POI. The 2LMUI must have flown in the capacity as a C-9B 2LM during the previous two years in order to be eligible for this refresher POI. The 2LMUI shall have been recommended by the squadron Standardization Board and approved by the Commanding Officer prior to commencing this refresher POI. All decisions as to POI eligibility rest with the Commanding Officer.

4.6.3.1 A 2LM who has been assigned to other duty preventing currency in the C-9B aircraft for a period exceeding 24 months is not eligible for Refresher



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2LM training and must complete the basic POI prior to re-designation as a 2LM.

| VMR-1 C-9B 2ND LOADMASTER<br>Refresher POI               |                                    |        |
|--|------------------------------------|--------|
| Weeks  | Phase of Instruction               | Unit   |
| 1  | Water Survival/Flight Physiology * | NAWSTP |
| 2  | Core Introduction (1000 Phase)     | VMR-1  |
| 2  | Core Skill (2000 Phase)            | VMR-1  |
| 2  | Mission Skill (3000 Phase)         | VMR-1  |
| * Required only if NAWSTP Swim Qualification is expired. |                                    |        |

4.6.4 POI FOR INSTRUCTOR 2ND LOADMASTER UNDER TRAINING (IUT). The 2LMIUT shall have been recommended by the Squadron Standardization Board and approved by the Commanding Officer prior to commencing this POI. All decisions as to POI eligibility rest with the Commanding Officer. The 2LMIUT will complete IFAM-4000 and IFAM-4001 prior to assignment to the 2LM Instructor or 2LM NATOPS Instructor/Evaluator Training.

| VMR-1 C-9B 2ND LOADMASTER<br>Instructor POI |                               |       |
|---|-------------------------------|-------|
| Weeks                                       | Phase of Instruction          | Unit  |
| 1   | 2LM Instructor Training       | VMR-1 |
| 1   | 2LM NATOPS Evaluator Training | VMR-1 |

#### 4.7 SYLLABUS NOTES

##### 4.7.1 Environmental Conditions Matrix

| Environmental Conditions   |   |
|--|---|
| Code   | Meaning   |
| D  | Shall be flown during hours of daylight: (by exception - there is no use of a symbol)           |
| N*   | Shall be flown during hours of darkness must be flown unaided                                   |
| (N*)   | May be flown during hours of darkness - If flown during hours of darkness must be flown unaided |
| Note - If the event is to be flown in the simulator the Simulator Instructor shall set the desired environmental conditions for the event. |   |

##### 4.7.2 Device Matrix

| DEVICE (Aviation Flying)   |  |
|--|--|
| Symbol   | Meaning                                      |
| A  | Flown in aircraft                            |
| A/S  | Aircraft preferred may be flown in simulator |
| S  | Flown in simulator                           |
| S/A  | Simulator preferred may be flown in aircraft |
| Note - If the event is to be flown in the simulator the Simulator Instructor shall set the desired environmental conditions for the event. |  |

##### 4.7.3 Program of Instruction Matrix

| PROGRAM OF INSTRUCTION MATRIX   |        |   |  |
|---|--------|---|--|
| Program of Instruction (POI)  | Symbol | Aviation Flying   | Aviation Ground  |
| Basic   | B      | Initial MOS/Skill Training  | Initial MOS training                                     |
| Refresher   | R      | DIFDEN to DIFOPS in same T/M/S  | Return to community from non (MOS/Skill) associated tour |
| Maintain  | M      | All individuals who have attained CSP/MSP/CPD by initial POI assignment are re-assigned to the M POI to maintain proficiency. |  |
| *Many communities will assign transition and conversion aircrew to the basic POI. |        |   |  |

#### 4.7.4 Event Terms

| EVENT TERMS |   |
|-------------|---|
| TERM        | DESCRIPTION   |
| Discuss     | An explanation of systems, procedures, or maneuvers during the brief, in flight, or post flight. Student is responsible for knowledge of procedures.  |
| Demonstrate | The description and performance of a particular maneuver/event by the instructor, observed by the 2LMUI/student. The 2LMUI/student is responsible for knowledge of the procedures prior to the demonstration of a required maneuver/student.                                |
| Introduce   | The instructor may demonstrate a procedure or maneuver to a student, or may coach the 2LMUI through the maneuver without demonstration. The 2LMUI performs the procedures or maneuver with coaching as necessary. The 2LMUI is responsible for knowledge of the procedures. |
| Practice    | The performance of a maneuver or procedure by the 2LMUI/student that may have been previously introduced in order to attain a specified level of performance.   |
| Review      | Demonstrated proficiency of a maneuver by the 2LMUI/student.  |
| Evaluate    | Any flight designed to evaluate aircrew standardization that does not fit another category such as SARCK, HACCK, T2PCK, etc.  |
| E-Coded     | This term means that documentation (ATF) is required each time the event is logged. Requires evaluation by a certified standardization instructor (NATOPS I, WTI, INST Evaluator etc.)  |

4.8 CORE SKILL INTRODUCTION FRS ACADEMIC PHASE (0000 Phase). There are no 0000 phase events in the C-9B T&R manual. However, the squadron training listed below is required.

4.8.1 The following one-week ground training syllabus is intended as squadron-level training for 2nd Loadmasters during initial qualification. Refresher 2nd Loadmasters are exempt from this ground training syllabus. This ground training may be conducted concurrently with the flight training syllabus. However, the ground training syllabus must be complete prior to the designation flight (DESG-6200).

General aircraft description  
Aircraft systems  
Aircraft emergency equipment and systems  
Emergency procedures  
2LM procedures and responsibilities  
Personal flying equipment requirements  
Aircraft mission  
NATOPS open and closed book examinations

4.9 CORE SKILL INTRODUCTION PHASE (1000). The core skill introduction phase is designed to familiarize the 2LMUI with C-9B ground servicing, normal procedures, CRM, systems operation and limitations, and emergency procedures.

#### 4.10 CORE SKILL INTRODUCTION STAGES (1000)

| PARAGRAPH | STAGE                 |
|-----------|-----------------------|
| 4.10.1    | Familiarization (FAM) |

##### 4.10.1 Familiarization Flights (FAM)

4.10.1.1 Purpose. Familiarize the 2LMUI with the C-9B aircraft. Introduce NATOPS procedures, operation and servicing of aircraft equipment, and all duties and procedures required of a qualified 2LM.

4.10.1.2 Crew Requirements. TAC, T2P, CC, LM, 2LMI, 2LMUI

FAM-1300      2.0      \*      B      (N\*)      A      1 C-9B

Goal. Cabin facilities introduction.

Requirement

Discuss/Demonstrate/Introduce  
Preflight responsibilities  
Operation of the heads  
Coffee makers  
Freezer  
Refrigerator and ovens  
Duties of the 2LM during the flight  
Post flight duties  
Review  
Ground training material

Performance Standard. Student will have a general understanding of the responsibilities of a 2LM.

Prerequisite. Nomination by Aircrew Screening Board, approval of Commanding Officer, successful completion of water survival and flight physiology.

FAM-1301      2.0      \*      B      (N\*)      A      1 C-9B

Goal. Servicing introduction and review of previous instruction.

Requirement

Discuss/Demonstrate/Introduce  
Servicing of heads  
Maintenance of servicing carts  
Review of holding tank capabilities  
Servicing of fresh water cart  
Capacities of the holding tank  
Review  
Previously covered material

Performance Standard. 2LMUI will demonstrate proficiency in all previously covered training and have a general knowledge of all items covered pertaining to FAM-1300.

Prerequisite. FAM-1300

FAM-1302      2.0      \*      B,R      (N\*)      A      1 C-9B

Goal. Introduce the 2LM responses/actions required during each ground and airborne emergency.

Requirement

Discuss/Demonstrate/Introduce  
Rapid depressurization/emergency descent  
Fuselage fire  
Cabin smoke/fume elimination  
In-flight hazardous spill  
Crash landing/abnormal landing/ditching  
Refilling of walk around oxygen bottles  
Location and use of all emergency equipment  
Review  
Previously covered material

Performance Standard. 2LMUI will demonstrate proficiency regarding all previous training and be introduced to new material. Student should be

able to demonstrate all asterisk emergency procedure items which involve the 2LM position.

Prerequisite. FAM-1301

#### 4.11 CORE SKILL PHASE (2000)

##### 4.11.1 General

Core Skill Phase in the C-9B introduces the 2LMUI to the requirements and responsibilities when carrying passengers, cargo, and VIPs (Code 7 and higher).

#### 4.12 CORE SKILL INTRODUCTION STAGES (2000)

| PARAGRAPH | STAGE                            |
|-----------|----------------------------------|
| 4.12.1    | Passenger Familiarization (PFAM) |
| 4.12.2    | VIP Familiarization (VFAM)       |

##### 4.12.1 Passenger Familiarization (PFAM)

4.12.1.1 Purpose. Instruct the 2LMUI in proper procedures for passenger handling.

4.12.1.2 Crew Requirements. TAC, T2P, LM, 2LMI, 2LMUI

PFAM-2100 2.0 \* B (N\*) A 1 C-9B

Goal. 2LMUI will be instructed on 2LM responsibilities on a passenger flight.

##### Requirement

###### Discuss

Passenger and baggage handling  
Responsibilities on turn-around  
Handling, storing, preparing, and serving in-flight meals  
RON procedures

###### Demonstrate/Introduce

Passenger and baggage handling  
Responsibilities on turn-around  
Handling, storing, preparing, and serving in-flight meals  
RON procedures

###### Review

Previously covered material as necessary

Performance Standard. Student will demonstrate proficiency in all previously covered training and have a general knowledge of all items covered pertaining to FAM-1301.

Prerequisite. FAM-1302

PFAM-2101 2.0 365 B,R,M (N\*) A 1 C-9B

Goal. 2LMUI will demonstrate proficiency in all aspects of duties and responsibilities on a passenger flight.

##### Requirement

###### Discuss

Passenger and baggage handling  
Responsibilities on turn-around

Handling, storing, preparing, and serving in-flight meals  
RON procedures

Review

Passenger and baggage handling  
Responsibilities on turn-around  
Handling, storing, preparing, and serving in-flight meals  
RON procedures  
Previously covered material as necessary

Performance Standard. 2LMUI will demonstrate proficiency in all previously covered training and have a general knowledge of all items covered pertaining to FAM-2101.

Prerequisite. PFAM-2100

4.12.2 VIP Familiarization (VFAM)

4.12.2.1 Purpose. Instruct the 2LMUI in the proper procedures when carrying a VIP passenger.

4.12.2.2 Crew Requirements. TAC, T2P, LM, 2LMI, 2LMUI

VFAM-2200    2.0    \*    B    (N\*)    A    1 C-9B

Goal. 2LMUI will be instructed on responsibilities on a VIP flight.

Requirement

Discuss

Unique procedures during the flight  
Uniform and appearance during the flight

Demonstrate/Introduce

Unique procedures during the flight  
Uniform and appearance during the flight

Review

Previously covered material as necessary

Performance Standard. Student will demonstrate proficiency in all previously covered training and have a general knowledge of all items covered pertaining to VFAM-2200.

Prerequisite. FAM-1302

VFAM-2201    2.0    365    B,R,M    (N\*)    A    1 C-9B

Goal. 2LMUI will demonstrate proficiency in all aspects of duties and responsibilities on a VIP flight.

Requirement

Discuss

Unique procedures during the flight  
Uniform and appearance during the flight

Review

Unique procedures during the flight  
Uniform and appearance during the flight  
Previously covered material as necessary

Performance Standard. 2LMUI will demonstrate proficiency in all previously covered training and conduct VIP procedures with minimal supervision from the 2LM instructor.

Prerequisite. VFAM-2200

4.13 MISSION SKILLS PHASE (3000)

4.13.1 General. The Mission Skill Phase is designed to familiarize the 2LMUI with the unique missions and challenges associated with the VMR-1, C-9B. Mission Skills are designed to fulfill the requirements of the C-9B Mission Essential Task List as defined by the associated Marine Corps Task (MCT).

4.14 MISSION SKILL STAGES (3000)

| PARAGRAPH | STAGE                             |
|-----------|-----------------------------------|
| 4.14.1    | Operational Support Airlift (OSA) |
| 4.14.2    | Air Logistics Support (ALS)       |

4.14.1 Operational Support Airlift (OSA)

4.14.1.1 Purpose. This event is designed to fulfill the requirement set in MCT 1.3.4.1.2, conduct OSA.

4.14.1.2 General. It is understood that many missions will be a combination of both passenger and cargo transportation and both codes will be used when filling out the NAVFLIR. Both codes are made available for flights that clearly fall into a single category.

4.14.1.3 Crew Requirement. Full mission crew.

OSA-3100 2.0 180 B,R,M (N\*) A 1 C-9B

Goal. Introduce the 2LMUI to the JOSAC/ASM passenger mission or provide continued update to the skills of the 2LM while performing the passenger mission.

Requirement. 2LM/2LMUI will execute a JOSAC/ASM passenger mission and perform all 2LM flight related duties safely and proficiently.

Performance Standard. 2LM/2LMUI will safely conduct all duties related to the JOSAC passenger mission with proficiency.

Prerequisite. DESG-6200

4.14.2 Air Logistics Support (ALS)

4.14.2.1 Purpose. This event is designed to fulfill the requirement set in MMC 4.3.8, conduct ALS.

4.14.2.2 General. It is understood that many missions will be a combination of both passenger and cargo transportation and both codes will be used when filling out the NAVFLIR. Both codes are made available for flights that clearly fall into a single category.

4.14.2.3 Crew Requirement. Full mission crew.

ALS-3200 2.0 180 B,R,M (N\*) A 1 C-9B

Goal. Introduce the 2LMUI to the C-9B cargo mission or provide continued update to the 2LM skills used while performing the cargo missions.

Requirement. 2LM/2LMUI will execute a JOSAC cargo mission and perform all 2LM flight related duties safely and proficiently.

Performance Standard. 2LM/2LMUI will safely conduct all duties related to the JOSAC cargo mission with proficiency

Prerequisite. DESG-6200

4.15 CORE PLUS SKILL PHASE (4000)

4.15.1 General. Core Skill Plus Phase in the C-9B introduces the 2LMUI to the requirements and responsibilities when flying internationally.

4.16 CORE PLUS SKILL STAGES (4000)

| PARAGRAPH | STAGE                                      |
|-----------|--|
| 4.16.1    | International/Transoceanic Familiarization |

4.16.1 International/Transoceanic Familiarization (IFAM)

4.16.1.1 Purpose. To instruct the 2LMUI in procedures required when flying on IFAM flights. This phase is established to prepare the 2LMUI for follow-on instruction in the 2LM Instructor and 2LM NATOPS Evaluator Phases.

4.16.1.2 Crew Requirements. TAC, T2P, LM, 2LMI, 2LMUI

IFAM-4000 3.0 \* B (N\*) A 1 C-9B

Goal. 2LMUI will be instructed on responsibilities on an International/Transoceanic flight.

Requirement

Discuss

Over water passenger brief  
Location and use of all rafts, slides and life vests  
Ditching procedures  
International procedures

Demonstrate/Introduce

Over water passenger brief  
Location and use of all rafts, slides and life vests  
Ditching procedures  
International procedures

Review

Previously covered material as necessary

Performance Standard. 2LMUI will demonstrate proficiency in all previously covered training and have a general knowledge of all items covered pertaining to IFAM-2300.

Prerequisite. FAM-1302

IFAM-4001 3.0 365 B,R,M (N\*) A 1 C-9B

Goal. 2LM/2LMUI will demonstrate proficiency in all aspects of duties and responsibilities on an IFAM flight.

Requirement

Discuss

Over water passenger brief  
Location and use of all rafts, slides and life vests  
Ditching procedures  
International procedures

Review

Over water passenger brief  
Location and use of all rafts, slides and life vests  
Ditching procedures

International procedures

Performance Standard. 2LM/2LMUI will demonstrate proficiency in all previously covered training and conduct all overwater related 2LM duties with minimal supervision. Student needs to be capable of independently conducting all 2LM duties related to IFAM flight.

Prerequisite. IFAM-2300

4.17 INSTRUCTOR TRAINING PHASE (5000)

4.17.1 General. The instructor training phase is designed to provide the squadron with a cadre of qualified instructors needed to ensure quality training at all times.

| PARAGRAPH | STAGE                           |
|-----------|---------------------------------|
| 4.18.1    | Instructor Under Training (IUT) |

4.18 Instructor Training Stages (5000)

4.18.1 Instructor Under Training (IUT)

4.18.1.1 Purpose. Develop qualified 2nd Loadmaster instructors with the ability to teach all phases of C-9B flight and mission requirements.

4.18.1.2 General. A 2LMI is qualified to instruct in all phases of aircraft operations. A 2LM must have 100 hours (waiverable by the Commanding Officer) in the C-9B before being recommended for the instructor syllabus.

4.18.1.2 Crew Requirements. TAC, T2P, CC, LM, 2LMI/E, 2LMIUT, 2LM

IUT-5100 3.0 \* B,R (N\*) E A 1 C-9B

Goal. Instruction introduction.

Requirement

Brief/Discuss

Conduct of training flight  
Instructional techniques  
T&R and syllabus evaluation forms

Review

The 2LMI shall observe a 2LMIUT instruct a 2LMUI on a syllabus flight. The 2LMI shall demonstrate emphasis upon evaluating the 2LMIUT's instruction of aircraft servicing, passenger handling, and emergency procedures.

Performance Standard. 2LMIUT should have a solid knowledge of aircraft and 2LM responsibilities during all aspects of ground and flight operations.

Prerequisite. DESG-6200, IFAM-4001, 100 hours in C-9B as a 2LM

IUT-5101 3.0 \* B,R (N\*) E A 1 C-9B

Goal. Qualify the 2LM as a 2LM ANI.

Requirement

Discuss

Conduct of evaluation flight  
Review all 2LM/2LMI ground and flight responsibilities, publications, and required documentation



Review. The 2LM shall perform all duties of a 2LMI on a flight with a 2LMUI while being evaluated by a 2LM NATOPS Instructor/Evaluator.

Performance Standard. 2LM will demonstrate the requisite maturity, instructional ability, and standardization expected of a 2LMI.

Prerequisite. IUT-5100

IUT-5102 3.0 \* B,R (N\*) E A 1 C-9B

Goal. Qualify the 2LMI as a NATOPS Instructor/Evaluator 2LM NI/NE.

Requirement

Discuss

Conduct of evaluation flight  
Responsibilities of the 2LM NI/NE

Review

The 2LM ANI shall be evaluated by a 2LM NATOPS Evaluator while instructing a 2LMUI  
The 2LM ANI being evaluated must display the maturity, integrity, and knowledge of the aircraft required to conduct a NATOPS evaluation

Performance Standard. Student will demonstrate the requisite maturity, instructional ability, and standardization expected of a 2LM NI/NE.

Prerequisite. IUT-5101

4.19 REQUIREMENTS, CERTIFICATIONS, QUALIFICATIONS, AND DESIGNATIONS  
(RCQD) PHASE (6000)

4.19.1 General. The 6000 phase encompasses the events required to maintain currency with all certifications, qualifications, and designations.

4.20 REQUIREMENTS, CERTIFICATIONS, QUALIFICATIONS, AND DESIGNATIONS  
(RCQD) STAGES (6000)

| PARAGRAPH | STAGE               |
|-----------|---------------------|
| 4.21.1    | Academics (ACAD)    |
| 4.21.2    | NATOPS (NTPS)       |
| 4.21.3    | Designations (DESG) |

4.21.1 Academics (ACAD)

4.21.1.1 Purpose. To complete the academic requirements for subsequent annual evaluation flights.

ACAD-6000 1.0 365 B,R,M E

Goal. The NATOPS open book examination shall consist of, but not be limited to the question bank. The purpose of the open book examination is to evaluate the 2nd Loadmaster's knowledge of the appropriate publications and the aircraft.

Performance Standard. Achieve a minimum score of 3.5 on the open book examination.

ACAD-6001 1.0 365 B,R,M E

Goal. The purpose of the NATOPS closed book examination is to evaluate the 2nd Loadmaster's knowledge of the concerning normal/emergency procedures and aircraft limitations.

Requirement. Conduct NATOPS closed book examination.

Performance Standard. Achieve a minimum score of 3.3 on the closed book examination.

Prerequisite. ACAD-6000

ACAD-6002 1.0 365 B,R,M E

Goal. The NATOPS oral examination shall consist of, but not be limited to the question bank. The instructor may draw upon their experience to propose questions of a direct and positive manner and in no way be opinionated to evaluate the 2nd Loadmaster's knowledge of the concerning normal/emergency procedures, aircraft limitations, and performance.

Requirement. Conduct NATOPS oral examination.

Performance Standard. Achieve a minimum grade of qualified on the oral examination.

Prerequisite. ACAD-6000 and ACAD-6001

ACAD-6005 1.0 365 B,R,M E

Goal. CRM ground instruction in accordance with applicable directives and instructions.

Requirement. Conduct CRM evaluation.

Performance Standard. Demonstrate satisfactory knowledge of CRM 2LM principles and their application.

ACAD-6006 1.0 30 B,R,M E

Goal. Monthly emergency procedures exam.

Requirement. Conduct a monthly emergency procedures exam per NAVMC 3500.14.

Performance Standard. Achieve a passing grade on monthly emergency procedures exam.

ACAD-6007 1.0 90 B,R,M (N) E S/A 1 C-9B

Goal. Emergency procedure review.

Requirement. This event will review C-9B emergency procedures and fulfills the requirement of quarterly emergency procedures simulator training per NAVMC 3500.14. This event can be accomplished in the aircraft while airborne or on the deck.

Performance Standard. Comply with C-9B NFM emergency procedures.

#### 4.21.2 NATOPS Evaluations (NTPS)

4.21.2.1 Purpose. Provide annual NATOPS and CRM evaluation flights.

NTPS-6100 2.0 365 B,R,M (N) E A/S 1 C-9B

Goal. Conduct annual NATOPS evaluation.

Requirement. Proficiency in the utilization of all aspects of the C-9B. The proficiency expected by the evaluator in this flight shall be commensurate with the experience of the 2nd Loadmaster under evaluation.

Performance Standard. The performance expected by the evaluator in this flight shall be commensurate with the experience level of the 2nd Loadmaster under evaluation.

Prerequisite. ACAD-6000, ACAD-6001, and ACAD-6002 within 60 days preceding this event. DESG-6200.

NTPS-6101 1.0 365 B,R,M (N) E A/S 1 C-9B

Goal. Conduct annual CRM evaluation.

Requirement. Perform initial/annual CRM flight evaluation per applicable directives. May be flown in conjunction with annual NATOPS evaluation flight.

Performance Standard. Performance standards will be according to the C-9B NFM.

Prerequisite. ACAD-6005

#### 4.21.3 Designation Flights (DESG)

4.21.3.1 Purpose. To provide an evaluation flight for designation as a 2LM.

4.21.3.2 General. 2LMUI will successfully complete a flight evaluation administered by a designated NATOPS Transport Safety Specialist Instructor.

DESG-6200 3.0 \* B,R (N\*) E A 1 C-9B

Goal. 2LMUI evaluation flight. 2LMUI to demonstrate the ability to meet NATOPS qualification per Chapter 18 NATOPS evaluation criteria. The flight evaluation is designed to measure with maximum objectivity the degree of standardization demonstrated by the 2LMUI and to ensure safety of flight.

##### Requirement

###### Brief/Discuss

The 2LMUI should be prepared to brief/discuss all previously introduced material.

###### Review

All previously introduced training shall be covered with particular attention given to NATOPS and emergency procedures.

Performance Standard. The 2LMUI Check should emphasize only those areas that are germane to the 2nd Loadmaster duties and demonstrated performance required to safely execute these duties.

Prerequisite. ACAD-6000, ACAD-6001, and ACAD-6002 within 60 days preceding this event. 1000 and 2000 series complete. Ground School complete.

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## 4.22

## T&amp;R ATTAIN AND MAINTAIN SYLLABUS MATRICES

| VMR-1 C-9B<br>2ND LOADMASTER                    |       |       |           |                    |       |               |       |                      |       |               |            |
|---|-------|-------|-----------|--------------------|-------|---------------|-------|----------------------|-------|---------------|------------|
| CORE/MISSION/CORE PLUS ATTAIN & MAINTAIN MATRIX |       |       |           |                    |       |               |       |                      |       |               |            |
| CORE SKILLS (2000 PHASE)                        |       |       |           |                    |       |               |       |                      |       |               |            |
| T&R EVENT INFORMATION                           |       |       |           | ATTAIN PROFICIENCY |       |               |       | MAINTAIN PROFICIENCY |       | PREREQUISITES | CHAINING   |
| T&R DESCR2LMTION                                | STAGE | CODE  | RE<br>FLY | BASIC POI          |       | REFRESHER POI |       | MAINTAIN POI         |       |               |            |
|   |       |       |           | STAGE              | CODE  | STAGE         | CODE  | STAGE                | CODE  |               |            |
| Pas Responsibilities                            | PFAM  | 2100  | *         | PFAM               | 2100  | PFAM          |       | PFAM                 |       | 1302          |            |
| Passenger Review                                | PFAM  | 2101R | 365       |                    | 2101R |               | 2101R | 2101R                | 2101R | 2100          |            |
| VIP Responsibilities                            | VFAM  | 2200  | *         | VFAM               | 2200  | VFAM          |       | VFAM                 |       | 1302          |            |
| VIP Review                                      | VFAM  | 2201R | 365       |                    | 2201R |               | 2201R | 2201R                | 2200  | 2101          |            |
| MISSION SKILLS (3000 PHASE)                     |       |       |           |                    |       |               |       |                      |       |               |            |
| T&R EVENT INFORMATION                           |       |       |           | ATTAIN PROFICIENCY |       |               |       | MAINTAIN PROFICIENCY |       | PREREQUISITES | CHAINING   |
| T&R DESCR2LMTION                                | STAGE | CODE  | RE<br>FLY | BASIC POI          |       | REFRESHER POI |       | MAINTAIN POI         |       |               |            |
|   |       |       |           | STAGE              | CODE  | STAGE         | CODE  | STAGE                | CODE  |               |            |
| Passenger Mission                               | OSA   | 3100R | 180       | OSA                | 3100R | OSA           | 3100R | OSA                  | 3100R | 6200          | 3200, 2101 |
| Cargo Mission                                   | ALS   | 3200R | 180       | ALS                | 3200R | ALS           | 3200R | ALS                  | 3200R | 6200          | 3100       |
| CORE PLUS SKILLS (4000 PHASE)                   |       |       |           |                    |       |               |       |                      |       |               |            |
| Intl/Trans Resp                                 | IFAM  | 4000  | *         | IFAM               | 2300  | IFAM          |       | IFAM                 |       | 1302          |            |
| Intl/Trans Rev                                  | IFAM  | 4001R | 365       |                    | 2301R |               | 2301R | 2301R                | 4000  |               |            |

4.23 T&R SYLLABUS MATRIX

| VMR-1 2ND LOADMASTER T&R MATRIX                      |           |                       |       |   |        |          |      |        |           |           |          |          |           |          |                        |           |          |            |
|--|-----------|-----------------------|-------|---|--------|----------|------|--------|-----------|-----------|----------|----------|-----------|----------|------------------------|-----------|----------|------------|
| STAGE  | TRNG CODE | T&R DESCR2LMITION     | POI   | E | DEVICE | # OF A/C | CON  | RE FLY | # OF ACAD | ACAD TIME | # OF SIM | SIM TIME | # OF FLTS | FLT TIME | PREREQUISITE           | NOTES     | CHAINING | EVENT CONV |
| CORE SKILL INTRODUCTION TRAINING (1000 PHASE EVENTS) |           |                       |       |   |        |          |      |        |           |           |          |          |           |          |                        |           |          |            |
| SIMULATOR (SIM)                                      |           |                       |       |   |        |          |      |        |           |           |          |          |           |          |                        |           |          |            |
| FAM  | 1300      | Cabin Intro           | B     |   | A      | 1        | (N*) | *      | 0         | 0.0       | 0        | 0.0      | 1         | 2.0      | Water Survival/Flt Phy |           |          |            |
| FAM  | 1301      | Servicing Intro       | B     |   | A      | 1        | (N*) | *      | 0         | 0.0       | 0        | 0.0      | 1         | 2.0      | 1300                   |           |          |            |
| FAM  | 1302      | Intro EPs             | B,R   |   | A      | 1        | (N*) | *      | 0         | 0.0       | 0        | 0.0      | 1         | 2.0      | 1301                   |           |          |            |
| TOTAL FAM STAGE                                      |           |                       |       |   |        |          |      |        | 0         | 0.0       | 0        | 0.0      | 3         | 6.0      |                        |           |          |            |
| TOTAL CORE SKILL INTRODUCTION PHASE (1000 PHASE)     |           |                       |       |   |        |          |      |        | 0         | 0.0       | 0        | 0.0      | 3         | 6.0      |                        |           |          |            |
| CORE SKILL TRAINING (2000 PHASE EVENTS)              |           |                       |       |   |        |          |      |        |           |           |          |          |           |          |                        |           |          |            |
| PASSENGER FAM (PFAM)                                 |           |                       |       |   |        |          |      |        |           |           |          |          |           |          |                        |           |          |            |
| PFAM   | 2100      | Passenger FAM         | B     |   | A      | 1        | (N*) | *      | 0         | 0.0       | 0        | 0.0      | 1         | 2.0      | 1302                   |           |          |            |
| PFAM   | 2101      | Passenger FAM Review  | B,R,M |   | A      | 1        | (N*) | 365    | 0         | 0.0       | 0        | 0.0      | 1         | 2.0      | 2100                   |           |          |            |
| TOTAL PFAM STAGE                                     |           |                       |       |   |        |          |      |        | 0         | 0.0       | 0        | 0.0      | 2         | 4.0      |                        |           |          |            |
| VIP FAM (VFAM)                                       |           |                       |       |   |        |          |      |        |           |           |          |          |           |          |                        |           |          |            |
| VFAM   | 2200      | VIP FAM               | B     |   | A      | 1        | (N*) | *      | 0         | 0.0       | 0        | 0.0      | 1         | 2.0      | 1302                   |           |          |            |
| VFAM   | 2201      | VIP FAM Review        | B,R,M |   | A      | 1        | (N*) | 365    | 0         | 0.0       | 0        | 0.0      | 1         | 2.0      | 2200                   | 2101      |          |            |
| TOTAL VFAM STAGE                                     |           |                       |       |   |        |          |      |        | 0         | 0.0       | 0        | 0.0      | 2         | 4.0      |                        |           |          |            |
| TOTAL CORE SKILL PHASE (2000 PHASE)                  |           |                       |       |   |        |          |      |        | 0         | 0.0       | 0        | 0.0      | 4         | 8.0      |                        |           |          |            |
| MISSION SKILL TRAINING (3000 PHASE)                  |           |                       |       |   |        |          |      |        |           |           |          |          |           |          |                        |           |          |            |
| OPERATIONAL AIRLIFT SUPPORT (OSA)                    |           |                       |       |   |        |          |      |        |           |           |          |          |           |          |                        |           |          |            |
| OSA  | 3100      | Passenger Mission     | B,R,M |   | A      | 1        | (N*) | 180    | 0         | 0.0       | 0        | 0.0      | 1         | 2.0      | 6200                   | 3200,2101 |          |            |
| TOTAL OAS STAGE                                      |           |                       |       |   |        |          |      |        | 0         | 0.0       | 0        | 0.0      | 1         | 2.0      |                        |           |          |            |
| AIR LOGISTICS SUPPORT (ALS)                          |           |                       |       |   |        |          |      |        |           |           |          |          |           |          |                        |           |          |            |
| ALS  | 3200      | Cargo Mission         | B,R,M |   | A      | 1        | (N*) | 180    | 0         | 0.0       | 0        | 0.0      | 1         | 2.0      | 6200                   | 3100      |          |            |
| TOTAL ALS STAGE                                      |           |                       |       |   |        |          |      |        | 0         | 0.0       | 0        | 0.0      | 1         | 2.0      |                        |           |          |            |
| TOTAL MISSION SKILL PHASE (3000 PHASE)               |           |                       |       |   |        |          |      |        | 0         | 0.0       | 0        | 0.0      | 2         | 4.0      |                        |           |          |            |
| CORE PLUS TRAINING (4000 PHASE)                      |           |                       |       |   |        |          |      |        |           |           |          |          |           |          |                        |           |          |            |
| INTERNATIONAL FAM (IFAM)                             |           |                       |       |   |        |          |      |        |           |           |          |          |           |          |                        |           |          |            |
| IFAM   | 4000      | Intl/Trans FAM        | B     |   | A      | 1        | (N*) | *      | 0         | 0.0       | 0        | 0.0      | 1         | 3.0      | 1302                   |           |          |            |
| IFAM   | 4001      | Intl/Trans FAM Review | B,R,M |   | A      | 1        | (N*) | 365    | 0         | 0.0       | 0        | 0.0      | 1         | 3.0      | 4000                   |           |          |            |
| TOTAL IFAM STAGE                                     |           |                       |       |   |        |          |      |        | 0         | 0.0       | 0        | 0.0      | 2         | 6.0      |                        |           |          |            |
| TOTAL MISSION SKILL PHASE (4000 PHASE)               |           |                       |       |   |        |          |      |        | 0         | 0.0       | 0        | 0.0      | 2         | 6.0      |                        |           |          |            |
| TOTAL 1000, 2000, & 3000 PHASE                       |           |                       |       |   |        |          |      |        | 0         | 0.0       | 0        | 0.0      | 11        | 24.0     |                        |           |          |            |

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| VMR-1 2ND LOADMASTER T&R MATRIX                                  |              |                       |       |   |        |          |     |           |           |              |          |             |           |                            |                |       |          |               |
|--|--------------|-----------------------|-------|---|--------|----------|-----|-----------|-----------|--------------|----------|-------------|-----------|----------------------------|----------------|-------|----------|---------------|
| STAGE  | TRNG<br>CODE | T&R DESCR2LMITION     | POI   | E | DEVICE | # OF A/C | CON | RE<br>FLY | # OF ACAD | ACAD<br>TIME | # OF SIM | SIM<br>TIME | # OF FLTS | FLT<br>TIME                | PREREQUISITE   | NOTES | CHAINING | EVENT<br>CONV |
| INSTRUCTOR TRAINING (5000 PHASE EVENTS)                          |              |                       |       |   |        |          |     |           |           |              |          |             |           |                            |                |       |          |               |
| INSTRUCTOR UNDER TRAINING (IUT)                                  |              |                       |       |   |        |          |     |           |           |              |          |             |           |                            |                |       |          |               |
| IUT  | 5100         | Instructor Intro      | B,R   | E | A      | 1 (N*)   | *   | 0         | 0.0       | 0            | 0.0      | 1           | 3.0       | 6200,4001, 100 hrs in C-9B |                |       |          |               |
| IUT  | 5101         | Instructor Eval       | B,R   | E | A      | 1 (N*)   | *   | 0         | 0.0       | 0            | 0.0      | 1           | 3.0       | 5100                       |                |       |          |               |
| IUT  | 5102         | NATOPS Eval Flight    | B,R   | E | A      | 1 (N*)   | *   | 0         | 0.0       | 0            | 0.0      | 1           | 3.0       | 5101                       |                |       |          |               |
| TOTAL IUT STAGE  |              |                       |       |   |        |          |     |           | 0         | 0.0          | 0        | 0.0         | 3         | 9.0                        |                |       |          |               |
| INSTRUCTOR TRAINING (5000 PHASE EVENTS) TOTAL                    |              |                       |       |   |        |          |     |           | 0         | 0.0          | 0        | 0.0         | 3         | 9.0                        |                |       |          |               |
| REQUIREMENT, QUALIFICATIONS, AND DESIGNATIONS (RQD) (6000 PHASE) |              |                       |       |   |        |          |     |           |           |              |          |             |           |                            |                |       |          |               |
| RQD ACADEMICS (ACAD)   |              |                       |       |   |        |          |     |           |           |              |          |             |           |                            |                |       |          |               |
| ACAD   | 6000         | NATOPS Open Exam      | B,R,M | E |        |          |     | 365       | 1         | 1.0          | 0        | 0.0         | 0         | 0.0                        |                |       |          |               |
| ACAD   | 6001         | NATOPS Closed Exam    | B,R,M | E |        |          |     | 365       | 1         | 1.0          | 0        | 0.0         | 0         | 0.0                        | 6000           |       |          |               |
| ACAD   | 6002         | NATOPS Oral Exam      | B,R,M | E |        |          |     | 365       | 1         | 1.0          | 0        | 0.0         | 0         | 0.0                        | 6000,6001      |       |          |               |
| ACAD   | 6005         | CRM Ground Class      | B,R,M | E |        |          |     | 365       | 1         | 1.0          | 0        | 0.0         | 0         | 0.0                        |                |       |          |               |
| ACAD   | 6006         | Monthly EP Exam       | B,R,M | E |        |          |     | 30        | 1         | 1.0          | 0        | 0.0         | 0         | 0.0                        |                |       |          |               |
| ACAD   | 6007         | 90 EP Review          | B,R,M | E | S/A    | 1        |     | 90        | 1         | 1.0          | 0        | 0.0         | 0         | 0.0                        |                |       |          |               |
| TOTAL ACAD STAGE   |              |                       |       |   |        |          |     |           | 6         | 6.0          | 0        | 0.0         | 0         | 0.0                        |                |       |          |               |
| NATOPS   |              |                       |       |   |        |          |     |           |           |              |          |             |           |                            |                |       |          |               |
| NTPS   | 6100         | NATOPS Evaluation     | B,R,M | E | A/S    | 1 (N)    |     | 365       | 0         | 0.0          | 0        | 0.0         | 1         | 2.0                        | 6000,6001,6002 |       |          |               |
| NTPS   | 6101         | CRM Flight Evaluation | B,R,M | E | A/S    | 1 (N)    |     | 365       | 0         | 0.0          | 0        | 0.0         | 1         | 1.0                        | 6005           |       |          |               |
| NATOPS TOTAL   |              |                       |       |   |        |          |     |           | 0         | 0.0          | 0        | 0.0         | 2         | 3.0                        |                |       |          |               |
| T3P, T2P, TAC DESIGNATIONS (DESG)                                |              |                       |       |   |        |          |     |           |           |              |          |             |           |                            |                |       |          |               |
| DESG   | 6200         | 2LM Designation       | B,R   | E | A      | 1 (N*)   | *   | 0         | 0.0       | 0            | 0.0      | 1           | 3.0       |                            |                |       |          |               |
| TOTAL DESG STAGE   |              |                       |       |   |        |          |     |           | 0         | 0.0          | 0        | 0.0         | 1         | 3.0                        |                |       |          |               |
| RQD TOTAL (6000 PHASE)   |              |                       |       |   |        |          |     |           | 6         | 6.0          | 0        | 0.0         | 3         | 6.0                        |                |       |          |               |
| TOTAL 5000,6000 STAGES   |              |                       |       |   |        |          |     |           | 6         | 6.0          | 0        | 0.0         | 6         | 15.0                       |                |       |          |               |
| TOTAL 2000,3000,4000,5000,6000 STAGES                            |              |                       |       |   |        |          |     |           | 6         | 6.0          | 0        | 0.0         | 17        | 39.0                       |                |       |          |               |

CHAPTER 5

LOADMASTER

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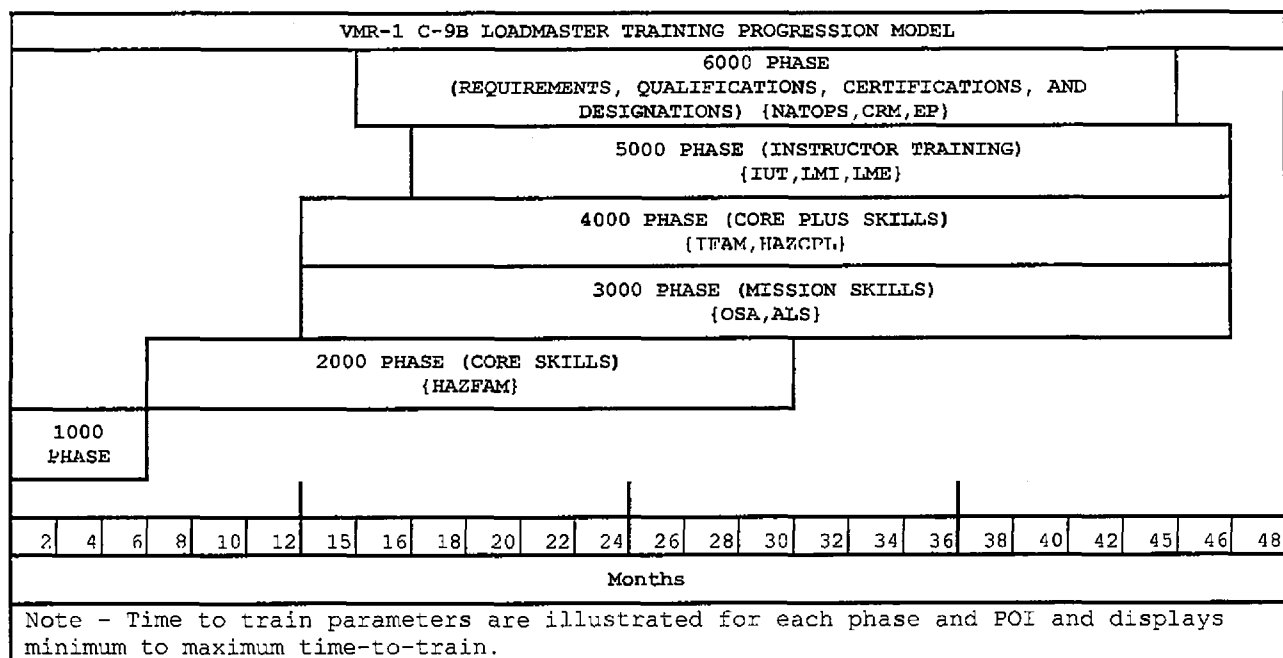
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## CHAPTER 5

## LOADMASTER

5.0 INDIVIDUAL TRAINING AND READINESS REQUIREMENTS. This T&R syllabus is based on specific goals and performance standards designed to ensure individual proficiency in Core, Mission, and Core Plus Skills. The goal of this chapter is to develop individual and unit war fighting capabilities.

5.1 TRAINING PROGRESSION MODEL. This model represents the recommended training progression for the average C-9B Loadmaster. Units should use the model as a guide to generate individual training plans.

5.2 ABBREVIATIONS

| VMR-1 C-9B LOADMASTER                        |   |
|--|---|
| CORE/MISSION/CORE PLUS SKILL ABBREVIATIONS   |   |
| CORE SKILLS (2000 Phase)                     |   |
| FAM  | Familiarization                                 |
| CPL  | Cargo and Passenger Loading                     |
| VFAM   | VIP Familiarization                             |
| HAZFAM                                       | Hazardous Cargo                                 |
| LMUI   | Loadmaster Under Instruction                    |
| MISSION SKILLS (3000 Phase)                  |   |
| OSA  | Operational Airlift Support                     |
| ALS  | Air Logistics Support                           |
| CORE PLUS SKILLS (4000 Phase)                |   |
| IFAM   | International/Transoceanic Familiarization      |
| MAXCPL                                       | Maximum Cargo                                   |
| INSTRUCTOR (5000 Phase)                      |   |
| LM ANI                                       | Loadmaster Assistant NATOPS Instructor          |
| LM NE/NI                                     | Loadmaster NATOPS Evaluator / NATOPS Instructor |
| QUALIFICATIONS AND DESIGNATIONS (6000 Phase) |   |
| ACAD   | Academics                                       |
| NTFS   | NATOPS  |

|      |                      |
|------|----------------------|
| EP   | Emergency Procedures |
| DESG | Designation          |

### 5.3 DEFINITIONS

| TERM                                 | DEFINITION  |
|--------------------------------------|---|
| Core Model                           | The Core Model is the basic foundation or standardized format by which all T&Rs are constructed. The Core Model provides the capability of quantifying both unit and individual training requirements and measuring readiness. This is accomplished by linking community Mission Statements, Mission Essential Task Lists, Output Standards, Core Skill Proficiency Requirements and Combat Leadership Matrices |
| Core Skill                           | Fundamental, environmental, or conditional capabilities required to perform basic functions. These basic functions serve as tactical enablers that allow crews to progress to the more complex Mission Skills. Primarily 2000 Phase events but may be introduced in the 1000 Phase.   |
| Mission Skill                        | Mission Skills enable a unit to execute a specific MET. They are comprised of advanced event(s) that are focused on MET performance and draw upon the knowledge, aeronautical abilities, and situational awareness developed during Core Skill training. 3000 Phase events.   |
| Core Plus Skill                      | Training events that can be theater specific or that have a low likelihood of occurrence. They may be fundamental, environmental, or conditional capabilities required to perform basic functions. 5000 Phase events.   |
| Core Plus Mission                    | Training events that can be theater specific or that have a low likelihood of occurrence. They are comprised of advanced event(s) that are focused on Core Plus MET performance and draw upon the knowledge, aeronautical abilities, and situational awareness. 5000 Phase events.  |
| Core Skill Proficiency (CSP)         | CSP is a measure of training completion for 2000 Phase events. CSP is attained by executing all events listed in the Attain Table for each Core Skill. The individual must be simultaneously proficient in all events within that Core Skill to attain CSP.   |
| Mission Skill Proficiency (MSP)      | MSP is a measure of training completion for 3000 Phase events. MSP is attained by executing all events listed in the Attain Table for each Mission Skill. The individual must be simultaneously proficient in all events within that Mission Skill to attain MSP. MSP is directly related to Training Readiness.  |
| Core Plus Skill Proficiency (CPSP)   | CPSP is a measure of training completion for 5000 Phase "Skill" events. CPSP is attained by executing all events listed in the Attain Table for each Core Plus Skill. The individual must be simultaneously proficient in all events within that Core Plus Skill to attain CPSP   |
| Core Plus Mission Proficiency (CPMP) | CPMP is a measure of training completion for 5000 Phase "Mission" events. CPMP is attained by executing all events listed in the Attain Table for each Core Plus Mission. The individual must be simultaneously proficient in all events within that Core Plus Mission to attain CPMP   |

### 5.4 INDIVIDUAL CORE/MISSION/CORE PLUS SKILL PROFICIENCY REQUIREMENTS

5.4.1 Management of individual CSP/MSP/CPSP/CPMP serves as the foundation for developing proficiency requirements in DRRS.

5.4.2 Individual CSP is a "Yes/No" status assigned to an individual by Core Skill. When an individual attains and maintains CSP in a Core Skill, the individual counts towards CMMR Unit CSP requirements for that Core Skill.

5.4.3 Proficiency is attained by individual Core/Mission/Core Plus skill and the training events to be executed within that skill set are determined by POI assignment (Basic, Transition, Conversion, Series Conversion, or Refresher).

5.4.4 Once proficiency has been attained by Core/Mission/Core Plus Skill (by any POI assignment) then the individual maintains proficiency by executing those events within the maintain column. An individual maintains proficiency by individual Core/Mission/Core Plus Skill.

**\*Note\***

Individuals may be attaining proficiency in some Core/Mission/Core Plus Skills while maintaining proficiency in other Core/Mission/Core Plus Skills.

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5.4.5 Once proficiency has been attained, should one lose proficiency in an event in the maintain column, proficiency can be attained by demonstrating proficiency in the event which was delinquent. Should an individual lose proficiency in all events in the maintain column by Core/Mission/Core Plus Skill, the individual will be assigned to the Refresher POI for that Core/Mission/Core Plus Skill. To regain proficiency for that Core/Mission/Core Plus Skill the individual must demonstrate proficiency in all R-coded events for that Core/Mission/Core Plus Skill.

| VMR-1 C-9B<br>LOADMASTER                        |          |                    |       |               |       |                      |       |
|---|----------|--------------------|-------|---------------|-------|----------------------|-------|
| CORE/MISSION/CORE PLUS ATTAIN & MAINTAIN MATRIX |          |                    |       |               |       |                      |       |
| CORE SKILLS (2000 PHASE)                        |          |                    |       |               |       |                      |       |
| STAGE   | T&R CODE | ATTAIN PROFICIENCY |       |               |       | MAINTAIN PROFICIENCY |       |
|   |          | BASIC POI          |       | REFRESHER POI |       | MAINTAIN POI         |       |
|   |          | STAGE              | CODE  | STAGE         | CODE  | STAGE                | CODE  |
| HAZFAM  | 2100R    | HAZFAM             | 2100R | HAZFAM        | 2100R | HAZFAM               | 2100R |
| MISSION SKILLS (3000 PHASE)                     |          |                    |       |               |       |                      |       |
| STAGE   | T&R CODE | ATTAIN PROFICIENCY |       |               |       | MAINTAIN PROFICIENCY |       |
|   |          | BASIC POI          |       | REFRESHER POI |       | MAINTAIN POI         |       |
|   |          | STAGE              | CODE  | STAGE         | CODE  | STAGE                | CODE  |
| OSA   | 3100R    | OSA                | 3100R | OSA           | 3100R | OSA                  | 3100R |
| ALS   | 3200R    | ALS                | 3200R | ALS           | 3200R | ALS                  | 3200R |
| CORE PLUS SKILLS (4000 PHASE)                   |          |                    |       |               |       |                      |       |
| IFAM  | 4100     | IFAM               | 4100  | IFAM          |       | IFAM                 |       |
| IFAM  | 4101R    |                    | 4101R |               | 4101R |                      | 4101R |
| MAXCPL  | 4200     | MAXCPL             | 4200  | MAXCPL        |       | MAXCPL               |       |
| MAXCPL  | 4201R    |                    | 4201R |               | 4201R |                      | 4201R |

Note: An R suffix and Grey highlight = R-coded "Refresher" event

5.5 CERTIFICATION, QUALIFICATION AND DESIGNATION TABLES. The tables below delineate T&R events required to be completed to attain proficiency, initial qualifications and designations. In addition to event requirements, all required stage lectures, briefs, squadron training, prerequisites, and other criteria shall be completed prior to completing final events. Certification, qualification and designation letters signed by the Commanding Officer shall be placed in Aircrew Performance Records (APR) and NATOPS. Loss of proficiency in all qualification events causes the associated qualification to be lost. Regaining a qualification requires completing all R-coded syllabus events associated with that qualification.

#### 5.5.1 INSTRUCTOR DESIGNATIONS

| VMR-1 C-9B LOADMASTER<br>INSTRUCTOR DESIGNATIONS (5000 Phase) |                |
|---|----------------|
| INSTRUCTOR<br>DESIGNATION                                     | EVENTS         |
| LM ASSISTANT NATOPS INSTRUCTOR (LM ANI)                       | 5100,5101      |
| LM NATOPS INSTRUCTOR/NATOPS EVALUATOR (LM NI/NE)              | 5100,5101,5102 |

#### 5.5.2 REQUIREMENTS, CERTIFICATIONS, QUALIFICATIONS, AND DESIGNATIONS

5.5.2.1 The table below delineates T&R events required to be completed to attain initial qualifications and designations. All stage lectures, briefs, squadron training, prerequisites, and open and closed book NATOPS exams shall be complete and graded prior to completing evaluation flights. Qualification and designation letters signed by the Commanding Officer shall be placed in individual NATOPS and APR jackets.

| VMR-1 C-9B LOADMASTER<br>REQUIREMENTS, CERTIFICATIONS, QUALIFICATIONS, AND DESIGNATIONS (R,C,Q,& D) [6000 Phase] |                        |
|--|------------------------|
| QUALIFICATIONS   |                        |
| NATOPS   | 6000, 6001, 6002, 6100 |
| CRM  | 6005, 6101             |
| DESIGNATIONS   |                        |
| LM   | 6200                   |

5.6 VMR-1 C-9B LOADMASTER PROGRAMS OF INSTRUCTION (POI). All Loadmaster training shall be performed in accordance with this T&R chapter, OPNAVINST 3710.7, current Squadron directives, and NAVAIR's 01-C9BAAA-1, 01-C9BAAA-9, 01-1B-50, and MCO P4030.19.

5.6.1 The time required to qualify a C-9B Loadmaster will vary depending on previous experience and flight time availability. All LMUIs shall have been previously designated as 2nd Loadmaster (2LM) in the C-9B. Training should be accomplished in conjunction with operational flights, however, it is acceptable to train aboard dedicated training missions through the use of self-built palletized cargo. Every effort should be made to conduct VIP training codes aboard actual VIP Code missions, however, it is permissible to conduct simulated VIP missions as required in order to continue student Loadmasters through the syllabus. Hazardous Cargo flights may also be simulated.

5.6.2 Basic/Conversion POI. A Basic Loadmaster shall be defined as a C-9B Loadmaster who obtains all Loadmaster training aboard the C-9B and was not previously qualified as a KC-130 Loadmaster/Crewmaster (MOS 7382,6276). A Conversion Loadmaster shall be defined as a C-9B Loadmaster who was previously qualified as a KC-130 Loadmaster/Crewmaster. Both Basic and Conversion Loadmasters shall be qualified as C-9B 2nd Loadmasters and fly 100 hours (waiverable by the Commanding Officer), as C-9B 2LM prior to commencing this POI. The LM/LMI shall be screened by the squadron Aircrew Screening Board and approved by the Commanding Officer prior to commencing this POI. All decisions as to POI eligibility rest with the Commanding Officer. The LM Under Instruction (LMUI) shall be considered qualified to function as a qualified LM on CONUS missions and passenger and cargo missions upon completion of the LM designation flight (DESG-6200). Upon completion of the LM designation, the LM must complete OSA-3100 and ALS-3200 under the supervision of an instructor prior to performing those duties individually. The International/Transoceanic flights (IFAM 4100 and IFAM 4101) are established to ensure the LM has been exposed to overwater/international procedures prior to assignment to the LM Instructor and LM NATOPS Instructor/Evaluator Phases. As such, these flights shall be complete prior to commencing the LM Instructor or LM NATOPS instructor/evaluator syllabus.

5.6.2.1 A Basic Loadmaster shall be considered qualified to serve as the Loadmaster aboard both CONUS and OCONUS missions.

5.6.2.2 The Loadmaster must be complete with MAXCPL 2500-2501 prior to acting as the Loadmaster aboard missions carrying maximum cargo (SECOs E, G, or H).

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| VMR-1 C-9B LOADMASTER<br>Basic POI |                                      |                       |
|------------------------------------|--------------------------------------|-----------------------|
| Weeks                              | Phase of Instruction                 | Unit                  |
| 1                                  | Water survival/flight physiology     | NAWSTP                |
| 3                                  | Ground training                      | VMR-1                 |
| 1                                  | Loadmaster course                    | CLFSW, Fort Worth JRB |
| 2                                  | Core Skill Introduction (1000 Phase) | VMR-1                 |
| 3                                  | Core Skill (2000 Phase)              | VMR-1                 |
| 1                                  | Mission Skill (3000 Phase)           | VMR-1                 |
| 2                                  | Core Plus Skills (4000 Phase)        | VMR-1                 |

5.6.3 Refresher POI. A Refresher Loadmaster shall be defined as a previously designated C-9B Loadmaster who has been assigned to other duty preventing currency in the C-9B aircraft for a period exceeding 12 months. A Loadmaster who has been assigned to other duty preventing currency in the C-9B aircraft for a period exceeding 12 months is not eligible for Refresher Loadmaster training and must complete the Basic POI. The LMUI shall have been recommended by the squadron Standardization Board and approved by the Commanding Officer prior to commencing this Refresher POI. All decisions as to POI eligibility rest with the Commanding Officer.

| VMR-1 C-9B LOADMASTER<br>Refresher POI |                                    |        |
|--|------------------------------------|--------|
| Weeks                                  | Phase of Instruction               | Unit   |
| 1                                      | Water survival/flight physiology * | NAWSTP |
| 3                                      | Core Introduction (1000 Phase)     | VMR-1  |
| 4                                      | Core Skill (2000 Phase)            | VMR-1  |
| 2                                      | Mission Skill (3000 Phase)         | VMR-1  |
| 2                                      | Core Plus Skills (4000 Phase)      | VMR-1  |

\*Required only if NAWSTP swim qualification is expired.

5.6.5 POI FOR INSTRUCTOR LOADMASTER UNDER TRAINING (IUT). The Loadmaster Instructor qualification is reserved for those Loadmasters that demonstrate the maturity, knowledge, and instructional ability to successfully complete the training. The LMIUT shall have been recommended by the squadron Standardization Board and approved by the Commanding Officer prior to commencing this POI. All decisions as to POI eligibility rest with the Commanding Officer. The LMIUT will complete IFAM-4100 and IFAM-4101 prior to assignment to the 2LM Instructor or 2LM NATOPS Instructor/Evaluator Training.

| VMR-1 C-9B LOADMASTER<br>Instructor POI |                              |       |
|---|------------------------------|-------|
| Weeks                                   | Phase of Instruction         | Unit  |
| 1                                       | LM Instructor Training       | VMR-1 |
| 2                                       | LM NATOPS Evaluator Training | VMR-1 |

## 5.7 SYLLABUS NOTES

### 5.7.1 Environmental Conditions Matrix

| Environmental Conditions |   |
|--------------------------|---|
| Code                     | Meaning   |
| D                        | Shall be flown during hours of daylight: (by exception - there is no use of a symbol)           |
| N*                       | Shall be flown during hours of darkness must be flown unaided                                   |
| (N*)                     | May be flown during hours of darkness - If flown during hours of darkness must be flown unaided |

Note - If the event is to be flown in the simulator the Simulator Instructor shall set the desired environmental conditions for the event.

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5.7.2 Device Matrix

| DEVICE (Aviation Flying)   |  |
|--|--|
| Symbol   | Meaning                                      |
| A  | Flown in aircraft                            |
| A/S  | Aircraft preferred may be flown in simulator |
| S  | Flown in simulator                           |
| S/A  | Simulator preferred may be flown in aircraft |
| Note - If the event is to be flown in the simulator the Simulator Instructor shall set the desired environmental conditions for the event. |  |

5.7.3 Program of Instruction Matrix

| PROGRAM OF INSTRUCTION MATRIX |        |   |  |
|-------------------------------|--------|---|--|
| Program of Instruction (POI)  | Symbol | Aviation Flying   | Aviation Ground  |
| Basic                         | B      | Initial MOS/Skill Training  | Initial MOS training                                     |
| Refresher                     | R      | DIFDEN to DIFOPS in same T/M/S  | Return to community from non (MOS/Skill) associated tour |
| Maintain                      | M      | All individuals who have attained CSP/MSP/CPD by initial POI assignment are re-assigned to the M POI to maintain proficiency. |  |

5.7.5 Event Terms

| EVENT TERMS |  |
|-------------|--|
| TERM        | DESCRIPTION  |
| Discuss     | An explanation of systems, procedures, or maneuvers during the brief, in flight, or post flight. Student is responsible for knowledge of procedures.   |
| Demonstrate | The description and performance of a particular maneuver/event by the instructor, observed by the LMUI/student. The LMUI/student is responsible for knowledge of the procedures prior to the demonstration of a required maneuver/student.                               |
| Introduce   | The instructor may demonstrate a procedure or maneuver to a student, or may coach the LMUI through the maneuver without demonstration. The LMUI performs the procedures or maneuver with coaching as necessary. The LMUI is responsible for knowledge of the procedures. |
| Practice    | The performance of a maneuver or procedure by the LMUI/student that may have been previously introduced in order to attain a specified level of performance.   |
| Review      | Demonstrated proficiency of a maneuver by the LMUI/student.  |
| Evaluate    | Any flight designed to evaluate aircrew standardization that does not fit another category such as SARCK, HACCK, T2PCK, etc.   |
| E-Coded     | This term means that documentation (ATF) is required each time the event is logged. Requires evaluation by a certified standardization instructor (NATOPS I, WTI, INST Evaluator etc.)   |

5.8 CORE SKILL INTRODUCTION FRS ACADEMIC PHASE (0000 Phase). There are no 0000 Phase events in the C-9B T&R manual. However, the squadron training listed below is required.

5.8.1 The following ground training syllabus is intended as squadron-level training for Basic Loadmaster Students during initial qualification. Refresher Loadmasters are exempt from this ground training syllabus.

5.8.2 The Loadmaster student may commence this ground training syllabus either before or after attending the C-9B Loadmaster Course at Fort Worth JRB. This ground training may be conducted concurrently with the flight training syllabus. Additionally, the Loadmaster student is permitted to commence the flight training syllabus prior to attending the Loadmaster Course at Fort Worth JRB. However, the ground training syllabus and the Loadmaster Course at Fort Worth JRB must be complete prior to the DESG-6200 flight. The Commanding Officer may waive the C-9B Loadmaster course for Conversion Loadmasters only.

Week 1

- (1) General aircraft description
- (2) Aircraft systems
- (3) Aircraft emergency equipment and systems
- (4) Emergency procedures
- (5) Loadmaster equipment
- (6) Weight and balance theory and formulas
- (7) Weight and balance forms (DD Form 365)
- (8) Aircraft limitations passenger/cargo manifests
- (9) Associated paperwork
- (10) Weight and balance form computation utilizing moment
- (11) Procedures for arranging crew billeting and ground transportation

Week 2

- (1) Cargo restraint equipment
- (2) Weight and balance planning
- (3) Personal flying equipment requirements
- (4) Phase examinations
- (5) Cargo limitations and dimensions
- (6) Dimensions of main cabin area
- (7) Dimensions of cargo doors
- (8) Dimensions of cargo compartments
- (9) Weight restrictions for decking and pallets
- (10) Loadmaster equipment and responsibilities listed in NATOPS manual
- (11) Written exam on material in the Cargo Loading Manual  
(NAVAIR 1-C9BAAA-9-9)

Week 3

- (1) C-9 configurations
- (2) Loadex 1 SECO C
- (3) Loadex 2 SECO G
- (4) Loadex 3 special aircraft configurations
- (5) Aircraft mission
- (6) Preflight coordination with Lift Coordinator
- (7) Crew billeting and ground transportation requirements
- (8) NATOPS open and closed book examinations

5.9 CORE SKILL INTRODUCTION PHASE (1000). The Core Skill Introduction Phase is designed to familiarize the LMUI with C-9B normal procedures, CRM, cargo and passenger loading, and emergency procedures.

5.10 CORE SKILL INTRODUCTION STAGES (1000)

| PARAGRAPH | STAGE                             |
|-----------|-----------------------------------|
| 5.10.1    | Familiarization (FAM)             |
| 5.10.2    | Cargo and Passenger Loading (CPL) |
| 5.10.3    | Distinguished Passengers (VIP)    |

5.10.1 Familiarization Flights (FAM)

5.10.1.1 Purpose. Familiarize the LMUI with the C-9B aircraft and procedures required of a qualified LM during all emergencies.

5.10.1.2 Crew Requirements. TAC, T2P, CC, LMI, LMUI, 2LM

FAM-1000 2.0 \* B,R (N\*) A 1 C-9B

Goal. Introduce the LMUI to the responses/action required during each airborne/ground emergency.

Requirement

Discuss/Demonstrate/Introduce

Rapid depressurization/emergency descent  
Fuselage fire  
Cabin smoke/fume elimination  
In-flight hazardous spill  
Crash landing/abnormal landing/ditching procedures  
Demonstrate the use/refilling of walk around oxygen bottles  
Use/location of all emergency equipment  
"Don" the restraining harness and demonstrate the procedure for securing the restraining harness

Review

Ground training material

Performance Standard. LMUI will demonstrate proficiency in all previously covered training and have a general knowledge of all items covered pertaining to FAM-1000.

Prerequisite. Designated 2LM on the C-9B

5.10.2 Cargo and Passenger Loading (CPL)

5.10.2.1 Purpose. Instruct and qualify the LMUI in the performance of the duties required to load cargo and passengers. Emphasize adherence to NATOPS procedures, operation of aircraft equipment and all duties and procedures required of a qualified C-9B Loadmaster.

5.10.2.2 Crew Requirements. TAC, T2P, CC, LMI, LMUI, 2LM

|          |     |   |   |      |   |        |
|----------|-----|---|---|------|---|--------|
| CPL-1100 | 2.0 | * | B | (N*) | A | 1 C-9B |
|----------|-----|---|---|------|---|--------|

Goal. Introduce the LMUI to passenger/baggage loading procedures and weight and balance form computation. Additionally, the LMUI will be instructed on the proper pre-flight and post flight procedures.

Requirement

Discuss/Demonstrate/Introduce

LMUI observes and assists a qualified LM during pre-flight, post flight, and passenger/baggage loading and offloading, to include the directing of ground loading equipment around the aircraft. LMUI will compute a secondary weight and balance form. Emphasis will be on pre-flight of aircraft, in-flight responsibilities and aircraft post flight. The LMI will introduce the procedures for pre-flight coordination with the Lift Coordinator.

Performance Standard. LMUI will demonstrate proficiency in all previously covered training and have a general knowledge of all items covered pertaining to CPL-1100.

Prerequisite. FAM-1000.

|          |     |   |     |      |   |        |
|----------|-----|---|-----|------|---|--------|
| CPL-1101 | 3.0 | * | B,R | (N*) | A | 1 C-9B |
|----------|-----|---|-----|------|---|--------|

Goal. Continuation of passenger and baggage loading procedures and Weight and Balance Form computation.

Requirement

Discuss/Demonstrate/Introduce

The LMUI will demonstrate a thorough knowledge of the aircraft lighting systems and lavatory and galley operation, to include restrictions and circuit breaker locations. Additionally, LMUI will demonstrate knowledge of meal handling procedures.



Review

The LMUI must complete the primary weight and balance form, prior to scheduled take-off, on a flight consisting of an enroute stop emphasizing accurate passenger manifests, weight and balance form, associated paperwork, pre-flight, in-flight and post flight responsibilities.

Performance Standard. LMUI will demonstrate proficiency in all previously covered training and have a general knowledge of all items covered pertaining to CPL-1101.

Prerequisite. CPL-1100

CPL-1102      3.0      \*      B,R      (N\*)      A      1 C-9B

Goal. The LMUI will perform all duties of C-9B Loadmaster.

Requirement

Discuss/Demonstrate/Introduce

The LMUI will demonstrate a thorough knowledge of the aircraft lighting systems and lavatory and galley operation, to include restrictions and circuit breaker locations.

Review

The LMUI must complete the primary weight and balance form, prior to scheduled take-off, on a flight consisting of an enroute stop emphasizing accurate passenger manifests, weight and balance form, associated paperwork, pre-flight, in-flight and post flight responsibilities, and meal handling procedures.

Performance Standard. LMUI will demonstrate proficiency in all previously covered training and have a general knowledge of all items covered pertaining to CPL-1102.

Prerequisite. CPL-1101

CPL-1103      3.0      \*      B,R      (N\*)      A      1 C-9B

Goal. LMUI observes and assists a qualified Loadmaster during flight with mixed cargo and passengers.

Requirement

Discuss/Demonstrate/Introduce

Flight will consist of an enroute stop emphasizing "SECO C" and "SECO G" configuration. The LMUI will demonstrate a thorough knowledge of the operation of the cargo door, cargo door restrictions, and associated hydraulic systems (to include circuit breaker locations). Additionally, the LMUI will properly install the door sills and compute a secondary weight and balance form.

Performance Standard. LMUI will demonstrate proficiency in all previously covered training and have a general knowledge of all items covered pertaining to CPL-1103.

Prerequisite. CPL-1102

CPL-1104      3.0      \*      B      (N\*)      A      1 C-9B

Goal. LMUI observes and assists a qualified loadmaster during flight with mixed cargo and passengers.

Requirement

Discuss/Demonstrate/Introduce

Flight will consist of an enroute stop emphasizing aircraft

dimensions, compartment weight restrictions, and restraint criteria. The LMUI will be instructed in the expeditious off-load of baggage. Additionally, the LMUI will observe and assist with the staging and proper loading of cargo, the use of tie down equipment, and manifests.

Performance Standard. LMUI will demonstrate proficiency in all previously covered training and have a general knowledge of all items covered pertaining to CPL-1104. The LMUI will complete a secondary Weight and Balance Form prior to departure.

Prerequisite. CPL-1103

CPL-1105    3.0    \*    B,R    (N\*)    A    1 C-9B

Goal. The LMUI will observe and assist a qualified Loadmaster during the loading and the unloading of palletized cargo.

Requirement

Discuss/Demonstrate/Introduce

Flight will consist of an enroute stop. Emphasis will be placed on the procedures for loading and unloading palletized cargo. The use of established loading signals will be utilized during all loading and unloading evolutions.

Review

The LMUI will compute the primary weight and balance form and will determine the required tie down restraint. Safety of aircraft and personnel will be the primary consideration.

Performance Standard. LMUI will demonstrate proficiency in all previously covered training and have a general knowledge of all items covered pertaining to CPL-1105. The LMUI will complete a secondary weight and balance form prior to departure.

Prerequisite. CPL-1104

CPL-1106    2.0    \*    B    (N\*)    A    1 C-9B

Goal. Review CPL-1100 through CPL-1105.

Requirement

Discuss/Review

Flight will consist of an overnight stop. Emphasis will be placed upon review of operation of the cargo door, cargo door restrictions, and associated hydraulic systems. The LMUI will demonstrate the loading of baggage and will compute the primary weight and balance form. Additionally, LMUI will demonstrate knowledge of the process of arranging billeting and transportation for the crew from the aircraft to billeting and return the next morning.

Performance Standard. LMUI will demonstrate proficiency in all previously covered training.

Prerequisite. CPL-1105

CPL-1107    3.0    \*    B,R    (N\*)    A    1 C-9B

Goal. Progress review. LMUI performs all duties required of a C-9B Loadmaster.

Requirement

Review

Flight will consist of an enroute stop. Emphasis will be placed on weight and balance form computation (prior to scheduled take-off), appropriate tie down procedures, required tie down restraint, and safety in the use of all loading equipment. The LUI will be observed/evaluated on the directing of forklift operators and ground loading equipment around the aircraft.

Performance Standard. LMUI will demonstrate proficiency in all previously covered LM training.

Prerequisite. CPL-1105

### 5.10.3 Distinguished Passengers (VIP)

5.10.3.1 Purpose. Qualify a LMUI in the proper procedures when carrying passengers who are VIP Code 7 or above.

5.10.3.2 Crew Requirements. TAC, T2P, CC, LMI, LMUI, 2LM

|           |     |   |   |      |   |        |
|-----------|-----|---|---|------|---|--------|
| VFAM-1200 | 2.0 | * | B | (N*) | A | 1 C-9B |
|-----------|-----|---|---|------|---|--------|

Goal. The LMUI will observe a qualified Loadmaster on a flight carrying a passenger that is VIP Code 7 or above.

Requirement

Discuss/Demonstrate

Emphasis will be placed on passenger comfort, VIP baggage handling, aircraft configuration, and the installation of the appropriate VIP placard. Weight and balance form computation will be accomplished by the Loadmaster Instructor (LMI).

Performance Standard. LMUI will demonstrate proficiency in all previously covered training and have a general knowledge of all items covered pertaining to VFAM-1200.

Prerequisite. FAM-1000. However this code may be flown simultaneously with a FAM-1000 if the first training opportunity consists of a VIP mission.

|           |     |   |     |      |   |        |
|-----------|-----|---|-----|------|---|--------|
| VFAM-1201 | 2.0 | * | B,R | (N*) | A | 1 C-9B |
|-----------|-----|---|-----|------|---|--------|

Goal. Progress review.

Requirement

Review

The LMUI will perform all Loadmaster duties on a flight carrying a VIP Code 7 or above. Emphasis will be placed on passenger comfort, VIP baggage handling, aircraft preparation, and an accurate weight and balance form.

Performance Standard. LMUI will demonstrate proficiency in all previously covered training and be proficient in conducting Loadmaster VIP procedures.

Prerequisite. VFAM-1200

## 5.11 CORE SKILL PHASE (2000)

### 5.11.1 General

Core Skill Phase in the C-9B introduces the LMUI to the requirements and responsibilities when carrying hazardous materials.

5.12 CORE SKILL INTRODUCTION STAGES (2000)

| PARAGRAPH | STAGE                    |
|-----------|--------------------------|
| 5.12.1    | Hazardous Cargo (HAZFAM) |

5.12.1 Hazardous Cargo (HAZFAM)

5.12.1.1 Purpose. Familiarize and qualify the LMUI in the proper procedures when carrying hazardous cargo.

5.12.1.2 Crew Requirements. TAC, T2P, CC, LME, LMUI, 2IM

HAZFAM-2100 2.0 1095 B,R,M (N\*) A 1 C-9B

Goal. To give an LMUI the required training that is needed to properly read and identify all information on a shippers declaration of hazardous goods form and be able to find all applicable information on that form in the MCO P4030.19 Hazardous Material Manual.

Requirement

Discuss/Demonstrate/Introduce/Review

Emphasize total compliance with MCO P4030.19 to include all required forms, any deviations and/or waivers, and Pilot In Command required briefings. The LMUI will compute the weight and balance form and will also complete and file all flight related paperwork.

Performance Standard. LMUI will demonstrate proficiency in all previously covered training and have a general knowledge of all items covered pertaining to HAZFAM-2400.

Prerequisite. FAM-1000, Completion of Loadmaster School at Fort Worth JRB.

5.13 MISSION SKILLS PHASE (3000)

5.13.1 General. The Mission Skill Phase is designed to familiarize the LMUI with the unique missions and challenges associated with the VMR-1, C-9B. Mission Skills are designed to fulfill the requirements of the C-9B Mission Essential Task List as defined by the associated Marine Corps Task (MCT).

5.14 MISSION SKILL STAGES (3000)

| PARAGRAPH | STAGE                             |
|-----------|-----------------------------------|
| 5.14.1    | Operational Support Airlift (OSA) |
| 5.14.2    | Air Logistics Support (ALS)       |

5.14.1 Operational Support Airlift (OSA)

5.14.1.1 Purpose. This event is designed to fulfill the requirement set in MCT 1.3.5.1.2, conduct OSA.

5.14.1.2 General. It is understood that many missions will be a combination of both passenger and cargo transportation and both codes will be used when filling out the NAVFLIR. Both codes are made available for flights that clearly fall into a single category.

5.14.1.3 Crew Requirement. Full mission crew.

OSA-3100 6.0 180 B,R,M (N\*) A 1 C-9B

Goal. Introduce the LMUI to the JOSAC/ASM passenger mission or provide continued update to the skills of the LM while performing the passenger mission.

Requirement

Execute a safe and successful passenger mission to include completion of required paper work.

Performance Standard. LM/LMUI will execute a safe and successful passenger mission to include accurate completion of all required paper work.

Prerequisite. DESG-6200

5.14.2 Air Logistics Support (ALS)

5.14.2.1 Purpose. This event is designed to fulfill the requirement set in MMC 5.3.8, conduct ALS.

5.14.2.2 General. It is understood that many missions will be a combination of both passenger and cargo transportation and both codes will be used when filling out the NAVFLIR. Both codes are made available for flights that clearly fall into a single category.

5.14.2.3 Crew Requirement. Full mission crew.

ALS-3200 2.0 180 B,R,M (N\*) A 1 C-9B

Goal. Introduce the LMUI to the C-9B cargo mission or provide continued update to the skills used while performing the cargo mission.

Requirement. Execute a safe and successful cargo mission to include completion of required paper work.

Performance Standard. LM/LMUI will execute a safe and successful cargo mission to include accurate completion of all required paper work.

Prerequisite. DESG-6200

5.15 CORE PLUS SKILL PHASE (4000)

5.15.1 General. Core Skill Plus Phase in the C-9B introduces the LMUI to the requirements and responsibilities when flying internationally and carrying maximum cargo loads.

5.16 CORE PLUS SKILL INTRODUCTION STAGES (4000)

| PARAGRAPH | STAGE                                      |
|-----------|--|
| 5.16.1    | International/Trans Oceanic Flights (IFAM) |
| 5.16.2    | Max Load Introduction (MAXCPL)             |

5.16.1 International/Trans Oceanic Flights (IFAM)

5.16.1.1 Purpose. Qualify the Loadmaster in overwater/international procedures with cargo and/or passengers aboard the aircraft.

5.16.1.2 Crew Requirements. TAC, T2P, CC, LMI, LMUI, 2LM

IFAM-4100 3.0 \* B (N\*) A 1 C-9B

Goal. The LMUI observes and assists a LMI during an international/trans oceanic flight with passengers and/or cargo aboard.

Requirement

Discuss/Demonstrate/Introduce

The LMUI will observe and assist the LMI during pre-flight, in-flight, and post-flight duties. Emphasis will be placed on maximum passenger loads for international/trans oceanic flight, proper baggage handling, accurate passenger manifests, weight and balance form, required customs and agriculture procedures, appropriate emergency equipment and required briefings. Additionally, LMUI will assist LMI in arranging billeting and ground transportation for an OCONUS location.

Review

Previously covered material as necessary

Performance Standard. LUMI will demonstrate proficiency in all previously covered training and have a general knowledge of all items covered pertaining to IFAM 2300.

Prerequisite. FAM-1000

IFAM-4101 3.0 365 B,R,M (N\*) A 1 C-9B

Goal. The LMUI will perform all duties required of a Loadmaster on an overwater flight with passengers and/or cargo aboard while under the supervision of a Loadmaster Instructor. Qualified LMs will use this code to update currency.

Requirement

Review

The LMUI will maintain accurate weight and balance form, customs/agriculture inspection documents, passenger manifests and leg load information. The LMUI will conduct the appropriate pre-flight, in-flight and post flight duties.

Performance Standard. LMUI will demonstrate proficiency in all Loadmaster international/trans oceanic flight procedures with minimal instructor supervision. Qualified Loadmasters will execute an OCONUS flight safely and proficiently.

Prerequisite. IFAM-4100

5.16.2 Maximum Cargo Procedures (MAXCPL)

5.16.2.1 Purpose. Qualify the LMUI in maximum cargo procedures (SECOs E, F or H).

5.16.2.2 Crew Requirements. TAC, T2P, CC, LME, LMUI, 2LM

MAXCPL-4200 3.0 \* B (N\*) A 1 C-9B

Goal. The LMUI will observe and assist a Loadmaster NATOPS Instructor/Evaluator on a flight carrying maximum cargo, (SECO's E, G or H).

Requirement

Discuss/Demonstrate/Introduce

Emphasize the reconfiguration of the aircraft to SECO E, F or H. The LMUI will compute the primary weight and balance form. The loading of the aircraft must be accomplished to allow the minimum amount of interference at intermediate stops with due consideration to center of gravity limits. The LMUI will ensure the cargo is properly restrained to the pallet and that no pallet

exceeds the appropriate "G" factor limitation. The LMUI will install the "barrier net".

Performance Standard. LMUI will demonstrate an understanding of all max cargo Loadmaster related duties.

Prerequisite. CPL-1104

MAXCPL-4201 3.0 1095 B,R,M (N\*) A 1 C-9B

Goal. The LMUI will perform all Loadmaster duties on a flight carrying maximum cargo, (SECO's E, G, or H) under the supervision of a Loadmaster NATOPS Instructor/Evaluator.

Requirement

Review

Emphasize reconfiguration of the aircraft to the required SECO configuration. The correct placement of all pallet restraints will be verified by the LMUI. The LMUI will compute the weight and balance form with consideration to enroute stops and center of gravity limitations. The LMUI will stage all cargo and load the aircraft with the safety of the aircraft, the safety of loading personnel, and control of all loading equipment as the primary consideration.

Performance Standard. LMUI will demonstrate proficiency in all Max cargo loadmaster related duties.

Prerequisite. MAXCPL-4200

#### 5.17 INSTRUCTOR TRAINING PHASE (5000)

5.17.1 General. The instructor training phase is designed to provide the Squadron with a cadre of qualified instructors needed to ensure quality training at all times.

| PARAGRAPH | STAGE                           |
|-----------|---------------------------------|
| 5.18.1    | Instructor Under Training (IUT) |

#### 5.17.2 Instructor under Training (IUT)

5.17.2.1 Purpose. Develop qualified instructor Loadmasters with the ability to teach all phases of C-9B flight and mission requirements.

5.17.2.2 General. A LMI is qualified to instruct in all phases of aircraft operations. Also, a LM must have 100 hours in the C-9B (waiverable by the Commanding Officer), before being recommended for the instructor syllabus.

5.17.2.2 Crew Requirements. TAC, T2P, CC, LM NE/NI, LMIUI, LMUI, 2LM

IUT-5100 2.0 \* B,R E (N\*) A 1 C-9B

Goal. Instruction introduction.

Requirement

Discuss

Conduct a flight, and all LM ground/flight responsibilities and how they are taught to a LMUI.

Review

The LMIUT will perform all duties of a LMI on a flight with a LMUI while being evaluated by a LM NATOPS Instructor (NI).

Review T&R and syllabus evaluation forms.

Performance Standard. LMIUT should have a solid knowledge of aircraft and LM responsibilities during all aspects of ground and flight operations.

Prerequisite. 6200

IUT-5101      2.0      \*      B,R      E      (N\*)      A      1 C-9B

Goal. Qualify the LM as a LM ANI.

Requirement

Discuss

Conduct of evaluation flight

Review all LM/LMI ground and flight responsibilities, publications, and required documentation.

Review

The LMIUT shall be evaluated by a LM NATOPS Instructor/Evaluator while instructing a LMUI. The LMIUT being evaluated must display the maturity, integrity, and knowledge of the aircraft required to conduct a NATOPS evaluation.

Performance Standard. LMIUT will demonstrate the requisite maturity, instructional ability, and standardization expected of an LM ANI.

Prerequisite. IUT-5100

IUT-5102      3.0      \*      B,R      (N\*)      E      A      1 C-9B

Goal. Qualify the LMI as a NATOPS Instructor/Evaluator.

Requirement

Discuss

Conduct of evaluation flight

Responsibilities of the 2LM NI/NE

Review

The 2LMI shall be evaluated by a 2LM NATOPS Instructor/ Evaluator while instructing a 2LMUI. The LM being evaluated must display the maturity, integrity, and knowledge of the aircraft required to conduct a NATOPS evaluation.

Performance Standard. Student will demonstrate the requisite maturity, instructional ability, and standardization expected of a LM NI/NE.

Prerequisite. IUT-5101

5.18      REQUIREMENTS, CERTIFICATIONS, QUALIFICATIONS, AND DESIGNATIONS  
(RCQD) PHASE (6000)

5.18.1      General. The 6000 phase encompasses the events required to maintain currency with all certifications, qualifications, and designations.

5.19      REQUIREMENTS, CERTIFICATIONS, QUALIFICATIONS, AND DESIGNATIONS  
(RCQD) STAGES (6000)

| PARAGRAPH | STAGE                     |
|-----------|---------------------------|
| 5.21.1    | Academics (ACAD)          |
| 5.21.2    | NATOPS Evaluations (NTPS) |
| 5.21.3    | Designations (DESG)       |



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5.19.1 Academics (ACAD)

5.19.1.1 Purpose. To complete the academic requirements for subsequent annual evaluation flights.

ACAD-6000    1.0    365    B,R,M    E

Goal. The NATOPS open book examination shall consist of, but not be limited to the question bank. The purpose of the open book examination is to evaluate the Loadmaster's knowledge of the appropriate publications and the aircraft.

Performance Standard. Achieve a minimum score of 3.5 on the open book examination.

ACAD-6001    1.0    365    B,R,M    E

Goal. The purpose of the NATOPS closed book examination is to evaluate the Loadmaster's knowledge of the concerning normal/emergency procedures and aircraft limitations.

Performance Standard. Achieve a minimum score of 3.3 on the closed book examination (NATOPS standard).

Prerequisite. ACAD-6000

ACAD-6002    1.0    365    B,R,M    E

Goal. The NATOPS oral examination shall consist of, but not be limited to the question bank. The instructor may draw upon their experience to propose questions of a direct and positive manner and in no way be opinionated to evaluate the Loadmaster's knowledge of the concerning normal/emergency procedures, aircraft limitations, and performance.

Performance Standard. Achieve a minimum grade of qualified on the oral examination.

Prerequisite. ACAD-6000 and ACAD-6001

ACAD-6005    1.0    365    B,R,M    E

Goal. CRM ground instruction in accordance with applicable directives and instructions.

Performance Standard. Demonstrate satisfactory knowledge of CRM principles and their application.

ACAD-6006    1.0    30    B,R,M    E

Goal. Monthly emergency procedures exam.

Requirement. Conduct a monthly emergency procedures exam per NAVMC 3500.15.

ACAD-6007    1.0    90    B,R,M    (N)    E    S/A    1 C-9B

Goal. Emergency Procedure Review.

Requirement. This event will review C-9B emergency procedures and fulfills the requirement of quarterly emergency procedures simulator training per NAVMC 3500.14. This event can be accomplished in the aircraft while airborne or on the deck.

Performance Standard. Comply with C-9B NFM emergency procedures.

5.19.2 NATOPS Evaluations (NTPS)

5.19.2.1 Purpose. Provide annual NATOPS and CRM evaluation flights.

NTPS-6100 3.0 365 B,R,M (N) E A/S 1 C-9B

Goal. Conduct annual NATOPS evaluation.

Requirement. Proficiency in the utilization of all aspects of the C-9B. The proficiency expected by the evaluator in this flight shall be commensurate with the experience of the Loadmaster under evaluation.

Performance Standard. The performance expected by the evaluator in this flight shall be commensurate with the experience level of the Loadmaster under evaluation.

Prerequisite. ACAD-6000, ACAD-6001, and ACAD-6002 within 60 days preceding this event. DESG-6200.

NTPS-6101 3.0 365 B,R,M (N) E A/S 1 C-9B

Goal. Conduct annual CRM evaluation.

Requirement. Perform initial/annual CRM flight evaluation per applicable directives. May be flown in conjunction with annual NATOPS evaluation flight.

Performance Standard. Performance standards will be according to the C-9B NFM.

Prerequisite. ACAD-6005

5.19.3 Designation Flights (DESG)

5.19.3.1 Purpose. To provide an evaluation flight for designation as a LM.

5.19.3.2 General. LMUI will successfully complete a flight evaluation administered by a designated NATOPS Loadmaster Instructor.

DESG-6200 3.0 \* B,R (N\*) E A 1 C-9B

Goal. LMUI evaluation flight. LMUI to demonstrate the ability to meet NATOPS qualification per Chapter 18 NATOPS evaluation criteria. The flight evaluation is designed to measure with maximum objectivity the degree of standardization demonstrated by the LMUI and to ensure safety of flight.

Requirement

Brief/Discuss

The LMUI should be prepared to brief/discuss all previously introduced material.

Review

All previously introduced training shall be covered with particular attention given to NATOPS and emergency procedures.

Performance Standard. The LMUI Check should emphasize only those areas that are germane to the Loadmaster duties and demonstrated performance required to safely execute these duties.

Prerequisite. ACAD-6000, ACAD-6001, and ACAD-6002 within 60 days preceding this event. 1000 and 2000 series complete. Ground School complete, Loadmaster School complete.

5.20 T&R ATTAIN AND MAINTAIN SYLLABUS MATRICES

| VMR-1 C-9B<br>LOADMASTER                        |        |       |        |                    |       |               |       |                      |       |               |          |
|---|--------|-------|--------|--------------------|-------|---------------|-------|----------------------|-------|---------------|----------|
| CORE/MISSION/CORE PLUS ATTAIN & MAINTAIN MATRIX |        |       |        |                    |       |               |       |                      |       |               |          |
| CORE SKILLS (2000 PHASE)                        |        |       |        |                    |       |               |       |                      |       |               |          |
| T&R EVENT INFORMATION                           |        |       |        | ATTAIN PROFICIENCY |       |               |       | MAINTAIN PROFICIENCY |       | PREREQUISITES | CHAINING |
| T&R DESCRIPTION                                 | STAGE  | CODE  | RE FLY | BASIC POI          |       | REFRESHER POI |       | MAINTAIN POI         |       |               |          |
|   |        |       |        | STAGE              | CODE  | STAGE         | CODE  | STAGE                | CODE  |               |          |
| Hazardous Materials                             | HAZFAM | 2400R | 1095   | HAZFAM             | 2400R | HAZFAM        | 2400R | HAZFAM               | 2400R |               |          |
| MISSION SKILLS (3000 PHASE)                     |        |       |        |                    |       |               |       |                      |       |               |          |
| T&R EVENT INFORMATION                           |        |       |        | ATTAIN PROFICIENCY |       |               |       | MAINTAIN PROFICIENCY |       | PREREQUISITES | CHAINING |
| T&R DESCRIPTION                                 | STAGE  | CODE  | RE FLY | BASIC POI          |       | REFRESHER POI |       | MAINTAIN POI         |       |               |          |
|   |        |       |        | STAGE              | CODE  | STAGE         | CODE  | STAGE                | CODE  |               |          |
| Passenger Mission                               | OSA    | 3100R | 180    | OSA                | 3100R | OSA           | 3100R | OSA                  | 3100R | 6200          | 3200     |
| Cargo Mission                                   | ALS    | 3200R | 180    | ALS                | 3200R | ALS           | 3200R | ALS                  | 3200R | 6200          | 3100     |
| CORE PLUS SKILLS (4000 PHASE)                   |        |       |        |                    |       |               |       |                      |       |               |          |
| T&R EVENT INFORMATION                           |        |       |        | ATTAIN PROFICIENCY |       |               |       | MAINTAIN PROFICIENCY |       | PREREQUISITES | CHAINING |
| T&R DESCRIPTION                                 | STAGE  | CODE  | RE FLY | BASIC POI          |       | REFRESHER POI |       | MAINTAIN POI         |       |               |          |
|   |        |       |        | STAGE              | CODE  | STAGE         | CODE  | STAGE                | CODE  |               |          |
| Int/Trans O Intro                               | IFAM   | 4100  | *      | IFAM               | 2300  | IFAM          |       | IFAM                 |       |               |          |
| Int/Trans O Review                              | IFAM   | 4101R | 365    |                    | 2301R |               | 2302R |                      | 2301R | 4100          |          |
| Max Load Introduction                           | MAXCPL | 4200  | *      | MAXCPL             | 4200  | MAXCPL        |       | MAXCPL               |       |               |          |
| Max Load Rev                                    | MAXCPL | 4201R | 1095   |                    | 4201R |               | 4201R |                      | 4201R | 4200          |          |

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## 5.21 T&amp;R SYLLABUS MATRIX

| VMR-1 LOADMASTER T&R MATRIX                          |           |                       |       |   |        |          |      |        |           |           |          |          |           |          |                        |       |          |            |
|--|-----------|-----------------------|-------|---|--------|----------|------|--------|-----------|-----------|----------|----------|-----------|----------|------------------------|-------|----------|------------|
| STAGE  | TRNG CODE | T&R DESCRIMITION      | POI   | E | DEVICE | # OF A/C | CON  | RE FLY | # OF ACAD | ACAD TIME | # OF SIM | SIM TIME | # OF FLTS | FLT TIME | PREREQUISITE           | NOTES | CHAINING | EVENT CONV |
| CORE SKILL INTRODUCTION TRAINING (1000 PHASE EVENTS) |           |                       |       |   |        |          |      |        |           |           |          |          |           |          |                        |       |          |            |
| FAMILIARIZATION (FAM)                                |           |                       |       |   |        |          |      |        |           |           |          |          |           |          |                        |       |          |            |
| FAM  | 1000      | Emergency Procedures  | B,R   |   | A      | 1 (N*)   | *    |        |           |           |          |          |           | 2.0      | 2LM Designation        |       |          |            |
| TOTAL FAM STAGE                                      |           |                       |       |   |        |          |      |        | 0         | 0.0       | 0        | 0.0      | 1         | 2.0      |                        |       |          |            |
| CARGO AND PASSENGER LOADING (CPL)                    |           |                       |       |   |        |          |      |        |           |           |          |          |           |          |                        |       |          |            |
| CPL  | 1100      | Pass/bag Load Intro   | B     |   | A      | 1 (N*)   | *    |        |           |           |          |          |           | 2.0      | 1000                   |       |          |            |
| CPL  | 1101      | Pass/bag & Wt and Bal | B,R   |   | A      | 1 (N*)   | *    |        |           |           |          |          |           | 3.0      | 1100                   |       |          |            |
| CPL  | 1102      | Rev LM duties to date | B,R   |   | A      | 1 (N*)   | *    |        |           |           |          |          |           | 3.0      | 1101                   |       |          |            |
| CPL  | 1103      | Mixed Loading Intro   | B,R   |   | A      | 1 (N*)   | *    |        |           |           |          |          |           | 3.0      | 1102                   |       |          |            |
| CPL  | 1104      | Pallet & Cargo Load   | B,R   |   | A      | 1 (N*)   | *    |        |           |           |          |          |           | 3.0      | 1103                   |       |          |            |
| CPL  | 1105      | Pallet Loading Review | B,R   |   | A      | 1 (N*)   | *    |        |           |           |          |          |           | 3.0      | 1104                   |       |          |            |
| CPL  | 1106      | Mixed Cargo and Pass  | B     |   | A      | 1 (N*)   | *    |        |           |           |          |          |           | 2.0      | 1105                   |       |          |            |
| CPL  | 1107      | Progress Review       | B,R   |   | A      | 1 (N*)   | *    |        |           |           |          |          |           | 3.0      | 1106                   |       |          |            |
| TOTAL CPL STAGE                                      |           |                       |       |   |        |          |      |        | 0         | 0.0       | 0        | 0.0      | 8         | 22.0     |                        |       |          |            |
| DISTINGUISHED PASSENGERS (VIP)                       |           |                       |       |   |        |          |      |        |           |           |          |          |           |          |                        |       |          |            |
| VFAM   | 1200      | Intro VIP Procedures  | B     |   | A      | 1 (N*)   | *    |        |           |           |          |          |           | 2.0      | 1000                   |       |          |            |
| VFAM   | 1201      | Prac VIP Procedures   | B,R   |   | A      | 1 (N*)   | *    |        |           |           |          |          |           | 2.0      | 1200                   |       |          |            |
| TOTAL VIP STAGE                                      |           |                       |       |   |        |          |      |        | 0         | 0.0       | 0        | 0.0      | 2         | 4.0      |                        |       |          |            |
| TOTAL CORE SKILL INTRODUCTION PHASE (1000 PHASE)     |           |                       |       |   |        |          |      |        | 0         | 0.0       | 0        | 0.0      | 10        | 26.0     |                        |       |          |            |
| CORE SKILL TRAINING (2000 PHASE EVENTS)              |           |                       |       |   |        |          |      |        |           |           |          |          |           |          |                        |       |          |            |
| HAZARDOUS CARGO (HAZFAM)                             |           |                       |       |   |        |          |      |        |           |           |          |          |           |          |                        |       |          |            |
| HAZFAM   | 2100      | Intro Haz cargo       | B     |   | A      | 1 (N*)   | 1095 |        |           |           |          |          |           | 2.0      | 1000, LM School FW JRB |       |          |            |
| TOTAL HAZFAM STAGE                                   |           |                       |       |   |        |          |      |        | 0         | 0.0       | 0        | 0.0      | 1         | 2.0      |                        |       |          |            |
| TOTAL CORE SKILL PHASE (2000 PHASE)                  |           |                       |       |   |        |          |      |        | 0         | 0.0       | 0        | 0.0      | 1         | 2.0      |                        |       |          |            |
| MISSION SKILL TRAINING (3000 PHASE)                  |           |                       |       |   |        |          |      |        |           |           |          |          |           |          |                        |       |          |            |
| OPERATIONAL AIRLIFT SUPPORT (OSA)                    |           |                       |       |   |        |          |      |        |           |           |          |          |           |          |                        |       |          |            |
| OSA  | 3100      | Passenger Mission     | B,R,M |   | A      | 1 (N*)   | 180  |        |           |           |          |          |           | 6.0      | 6200                   |       |          |            |
| TOTAL OAS STAGE                                      |           |                       |       |   |        |          |      |        | 0         | 0.0       | 0        | 0.0      | 1         | 6.0      |                        |       |          |            |
| AIR LOGISTICS SUPPORT (ALS)                          |           |                       |       |   |        |          |      |        |           |           |          |          |           |          |                        |       |          |            |
| ALS  | 3200      | Cargo Mission         | B,R,M |   | A      | 1 (N*)   | 180  |        |           |           |          |          |           | 2.0      | 6200                   |       |          |            |
| TOTAL ALS STAGE                                      |           |                       |       |   |        |          |      |        | 0         | 0.0       | 0        | 0.0      | 1         | 2.0      |                        |       |          |            |
| TOTAL MISSION SKILL PHASE (3000 PHASE)               |           |                       |       |   |        |          |      |        | 0         | 0.0       | 0        | 0.0      | 2         | 8.0      |                        |       |          |            |

| VMR-1 LOADMASTER T&R MATRIX                   |              |                       |       |   |        |          |      |           |           |              |          |             |           |             |                       |       |          |               |
|---|--------------|-----------------------|-------|---|--------|----------|------|-----------|-----------|--------------|----------|-------------|-----------|-------------|-----------------------|-------|----------|---------------|
| STAGE   | TRNG<br>CODE | T&R DESCRIMTION       | POI   | E | DEVICE | # OF A/C | CON  | RE<br>FLY | # OF ACAD | ACAD<br>TIME | # OF SIM | SIM<br>TIME | # OF FLTS | FLT<br>TIME | PREREQUISITE          | NOTES | CHAINING | EVENT<br>CONV |
| CORE PLUS SKILL TRAINING (4000 PHASE)         |              |                       |       |   |        |          |      |           |           |              |          |             |           |             |                       |       |          |               |
| INTERNATIONAL/TRANS OCEANIC FLIGHTS (IFAM)    |              |                       |       |   |        |          |      |           |           |              |          |             |           |             |                       |       |          |               |
| IFAM  | 4100         | Int/Trans O Intro     | B     |   | A      | 1 (N*)   | *    |           |           |              |          |             |           | 3.0         | 1000                  |       |          |               |
| IFAM  | 4001         | Int/Trans O Rev       | B,R,M |   | A      | 1 (N*)   | 365  |           |           |              |          |             |           | 3.0         | 4100                  |       |          |               |
| TOTAL IFAM STAGE                              |              |                       |       |   |        |          |      |           |           |              |          |             | 2         | 6.0         |                       |       |          |               |
| MAXIMUM CARGO PROCEDURES (MAXCPL)             |              |                       |       |   |        |          |      |           |           |              |          |             |           |             |                       |       |          |               |
| MAXCPL  | 4200         | Max Load Introduction | B     |   | A      | 1 (N*)   | *    |           |           |              |          |             |           | 3.0         | 1104                  |       |          |               |
| MAXCPL  | 4201         | Max Load Review       | B,R,M |   | A      | 1 (N*)   | 1095 |           |           |              |          |             |           | 3.0         | 4200                  |       |          |               |
| TOTAL MAXCPL STAGE                            |              |                       |       |   |        |          |      |           |           |              |          |             | 2         | 6.0         |                       |       |          |               |
| TOTAL CORE PLUS SKILL PHASE (4000 PHASE)      |              |                       |       |   |        |          |      |           | 0         | 0.0          | 0        | 0.0         | 4         | 12.0        |                       |       |          |               |
| TOTAL 1000, 2000, 3000, and 4000 PHASE        |              |                       |       |   |        |          |      |           | 0         | 0.0          | 0        | 0.0         | 15        | 42.0        |                       |       |          |               |
| INSTRUCTOR TRAINING (5000 PHASE EVENTS)       |              |                       |       |   |        |          |      |           |           |              |          |             |           |             |                       |       |          |               |
| INSTRUCTOR UNDER TRAIING (IUT)                |              |                       |       |   |        |          |      |           |           |              |          |             |           |             |                       |       |          |               |
| IUT   | 5100         | LMI Eval              | B,R   | E | A      | 1 (N*)   | *    |           |           |              |          |             |           | 2.0         | 6200, 100 hrs in C-9B |       |          |               |
| IUT   | 5101         | LME Eval              | B,R   | E | A      | 1 (N*)   | *    |           |           |              |          |             |           | 2.0         | 5100                  |       |          |               |
| IUT   | 5102         | NATOPS I              | B,R   | E | A      | 1 (N*)   | *    |           |           |              |          |             |           | 3.0         |                       |       |          |               |
| TOTAL IUT STAGE                               |              |                       |       |   |        |          |      |           | 0         | 0.0          | 0        | 0.0         | 3         | 7.0         |                       |       |          |               |
| INSTRUCTOR TRAINING (5000 PHASE EVENTS) TOTAL |              |                       |       |   |        |          |      |           | 0         | 0.0          | 0        | 0.0         | 3         | 7.0         |                       |       |          |               |

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| VMR-1 LOADMASTER T&R MATRIX                                      |              |                       |       |   |        |          |      |           |           |              |          |             |           |             |                  |       |          |               |  |
|--|--------------|-----------------------|-------|---|--------|----------|------|-----------|-----------|--------------|----------|-------------|-----------|-------------|------------------|-------|----------|---------------|--|
| STAGE  | TRNG<br>CODE | T&R DESCRIMTION       | POI   | E | DEVICE | # OF A/C | CON  | RE<br>FLY | # OF ACAD | ACAD<br>TIME | # OF SIM | SIM<br>TIME | # OF FLTS | FLT<br>TIME | PREREQUISITE     | NOTES | CHAINING | EVENT<br>CONV |  |
| REQUIREMENT, QUALIFICATIONS, AND DESIGNATIONS (RQD) (6000 PHASE) |              |                       |       |   |        |          |      |           |           |              |          |             |           |             |                  |       |          |               |  |
| RQD ACADEMICS (ACAD)   |              |                       |       |   |        |          |      |           |           |              |          |             |           |             |                  |       |          |               |  |
| ACAD   | 6000         | NATOPS Open Exam      | B,R,M | E |        |          |      | 365       |           | 5.0          |          |             |           |             |                  |       |          |               |  |
| ACAD   | 6001         | NATOPS Closed Exam    | B,R,M | E |        |          |      | 365       |           | 1.5          |          |             |           |             | 6000             |       |          |               |  |
| ACAD   | 6002         | NATOPS Oral Exam      | B,R,M | E |        |          |      | 365       |           | 2.0          |          |             |           |             | 6000, 6001       |       |          |               |  |
| ACAD   | 6005         | CRM Ground Class      | B,R,M | E |        |          |      | 365       |           | 2.0          |          |             |           |             |                  |       |          |               |  |
| ACAD   | 6006         | Monthly EP Exam       | B,R,M | E |        |          |      | 30        |           | 1.0          |          |             |           |             |                  |       |          |               |  |
| ACAD   | 6007         | 90 EP Practical Rev   | B,R,M | E | S/A    | 1        |      | 90        |           | 2.0          |          |             |           |             |                  |       |          |               |  |
| TOTAL ACAD STAGE   |              |                       |       |   |        |          |      |           | 6         | 12.5         | 0        | 0.0         | 0         | 0.0         |                  |       |          |               |  |
| NATOPS   |              |                       |       |   |        |          |      |           |           |              |          |             |           |             |                  |       |          |               |  |
| NTPS   | 6100         | NATOPS Evaluation     | B,R,M | E | A/S    | 1        | (N*) | 365       |           |              |          |             |           | 3.0         | 6000, 6001, 6002 |       |          |               |  |
| NTPS   | 6101         | CRM Flight Evaluation | B,R,M | E | A/S    | 1        | (N*) | 365       |           |              |          |             |           | 3.0         | 6005             |       |          |               |  |
| NATOPS TOTAL   |              |                       |       |   |        |          |      |           | 0         | 0.0          | 0        | 0.0         | 2         | 6.0         |                  |       |          |               |  |
| T3P, T2P, TAC DESIGNATIONS (DESG)                                |              |                       |       |   |        |          |      |           |           |              |          |             |           |             |                  |       |          |               |  |
| DESG   | 6200         | LM Designation Flight | B,R   | E | A      | 1        | (N*) | 365       |           |              |          |             |           | 3.0         |                  |       |          |               |  |
| TOTAL DESG STAGE   |              |                       |       |   |        |          |      |           | 0         | 0.0          | 0        | 0.0         | 1         | 3.0         |                  |       |          |               |  |
| RQD TOTAL (6000 PHASE)   |              |                       |       |   |        |          |      |           | 6         | 12.5         | 0        | 0.0         | 3         | 9.0         |                  |       |          |               |  |
| TOTAL 5000, 6000 STAGES  |              |                       |       |   |        |          |      |           | 6         | 12.5         | 0        | 0.0         | 6         | 16.0        |                  |       |          |               |  |